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No. 36 MAY, 1957

Published first Thursday of the month

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THE 'GATEWAY TO INDIA' CHANGES HANDS

The Tavern of the Seas

AFTER 143 years of British occupation, the Union Jack was lowered for the last time at the handing-over ceremony at Simonstown on April 2. The South African Union Flag was hoisted, indicating that the Naval Base had become the responsibility of the South African Navy.

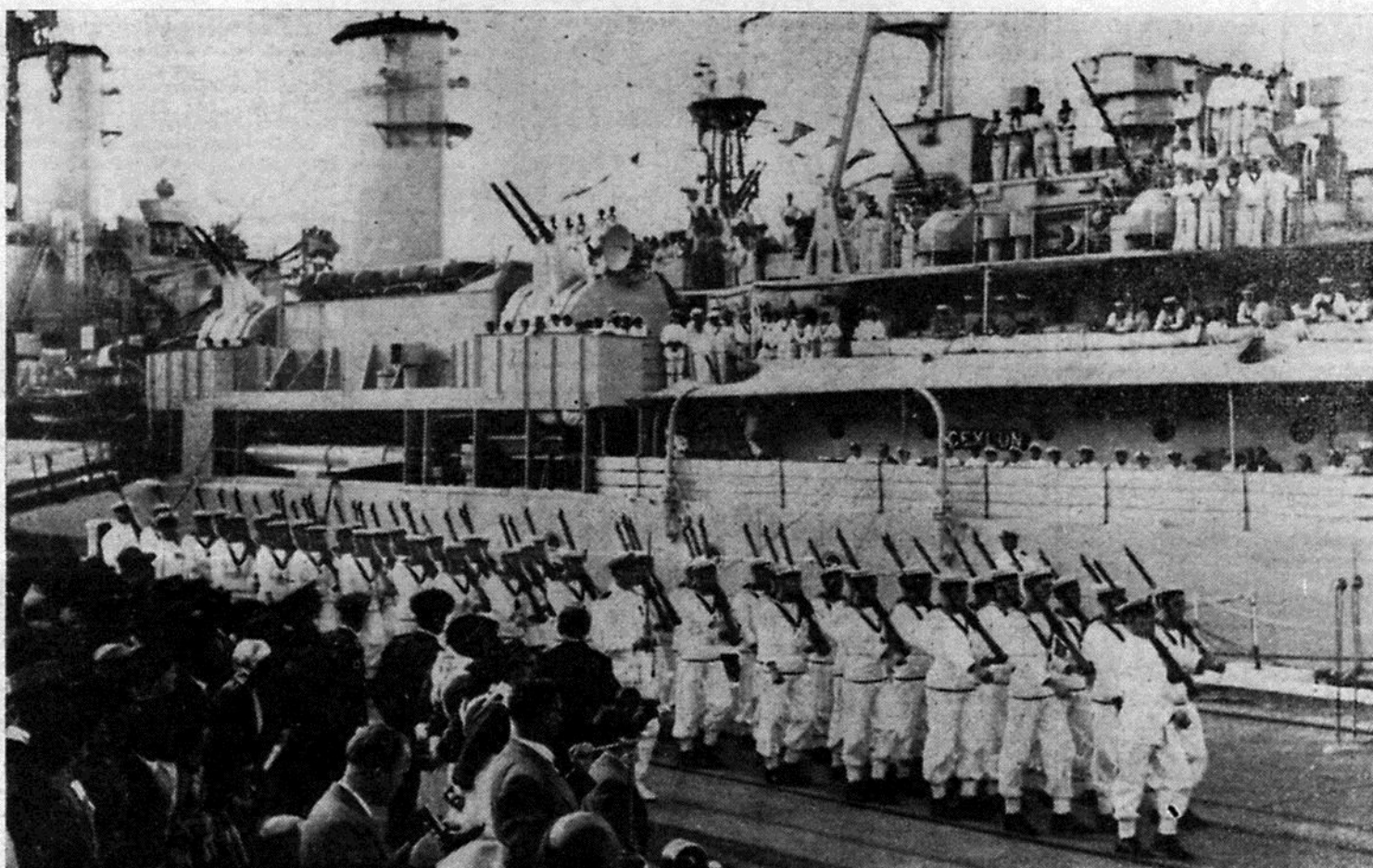
Great Britain first became vitally interested in the Cape as long ago as 1620, when the British East India Company used the Cape as "half-way house" to India.

Simonstown is named after Simon van Der Stel, who became Governor of the Cape in 1678. As far back as 1687 van Der Stel had considered and proposed turning False Bay into a harbour, but it wasn't until 1742, after heavy losses of shipping in Table Bay as a result of gales that ships were directed to False Bay. In 1743 Simonstown was founded and named after the Governor.

In 1793, when rumours were heard that France was about to take possession of the Cape, England sent a fleet under Admiral Elphinstone, who carried a letter from the Prince of Orange, then in London, asking the Cape Authorities to admit the British as allies against the French. The Governor of the Cape refused and, after unsuccessful attempts to effect a peaceful landing, the British, under Major-General Craig, forced a landing at Simonstown. The defenders withdrew, and Articles of Capitulation were signed in 1795.

With the opening of the Suez Canal, Simonstown and the Cape lost some of its importance to European countries trading with India and the Far East, but its strategic importance will always remain.

Simonstown—Halfway House to India—comes
under South African Navy Control



The R.N. Guard passing
H.M.S. Ceylon

HANDING-OVER CEREMONY

In the presence of the First Lord of the Admiralty, the Earl of Selkirk, the formal transfer of the Base to the South African Navy took place in brilliant weather and without the slightest hitch. South African papers refer to the handing-over ceremony as a personal triumph for Commander R. A. G. Butler, Staff Officer (Planning), R.N. Some 3,000 people attended the ceremony, including Ministers, Admirals and senior officials.

In calling upon Capt. H. F. Bone, the last Royal Naval Captain Superintendent to hand over the symbolic key to his first South African successor, Capt. P. Dryden-Dymond, the First Lord referred to the occasion as historic, not because it involves a great change, but because it is a point of natural and proper evolution. It was with confidence, he said, that the Base is handed over to the South African Navy, with whom the Royal Navy has worked so long in close association. In a sense, he continued, the change over was foreshadowed 36 years ago when two of the world's greatest statesmen, General Smuts and Sir Winston Churchill reached an understanding which led to the agreement that the freehold of the Admiralty land passed to the Union, with a reversion to its use if ever the Royal Navy ceased to need it.

The Royal Navy will still be able to continue to use Simonstown, and the Royal Navy Commander-in-Chief will continue to live in South Africa, although his headquarters will in future be situated at Wingfield, near Cape Town, and should there be a war in which both countries are engaged, he will exercise command over such naval forces as may be assigned to him by the two Governments.

Concluding his speech, the Earl of Selkirk said: "We rejoice that the South African Navy is taking on new responsibilities at Simonstown. We all have a common interest and, indeed, a yearning

to avoid discord between the nations of the world. It is only by mutual understanding and co-operation that we can hope to continue to build a world in which man can hope to become a nobler and finer creature."

It was most appropriate that H.M.S. Ceylon, named after another "outpost," should be present at the ceremony, and, as our picture shows, her guard, led by Chief Petty Officer T. Barrett, of Portsmouth, added considerably to the dignity of the turn-over.

H.M.S. LOCH FYNE RETURNS

After an absence of 12 months, the frigate Loch Fyne (Capt. H. S. Barber, R.N.) returns to Plymouth on Thursday, May 2.

During her service on the East Indies Station the Loch Fyne went to the assistance of the Swedish tanker Julius, held up by engine breakdown off the Oman coast. Whilst towing the Julius to Bahrain the Loch Fyne answered a second call for aid, this time from the United States freighter Steel Worker, from whom she transferred a member of the crew for hospital treatment at Bahrain.

H.M.S. Loch Fyne passes Plymouth Hoe at 10.30 a.m. and berths at No. 2 Wharf at 10.55.

Relatives and friends and the Press can be admitted to the dockyard after 10.30 a.m. by the Albert Gate.

Drafting Forecast

The NAVAL DRAFTING AUTHORITY has now assumed responsibility for drafting all general service ratings.

VOLUNTEERING. Ratings may volunteer for any of the ships, or for service on a particular station, or for specific forms of service (e.g. Local Foreign Service, or General Service). As drafting action is taken at least two months ahead, applications to serve in ships due to commission in the next few weeks are unlikely to have any effect.

SUBMARINE COMMAND

H.M.S. Tiptoe, June 30, at Devonport, for 3rd Submarine Squadron, Rothesay.

H.M.S. Turpin, August 15, at Portsmouth, for 3rd Submarine Squadron, Rothesay.

H.M.S. Sea Scout, August 30, at Portsmouth, for 2nd Submarine Squadron, Home Fleet.

H.M.S. Acheron, November 15, at Birkenhead, for 5th Submarine Squadron, Portsmouth.

HOME AIR COMMAND

801 Squadron, at R.N. Air Station Brawdy, May 6, 1957.

825 Squadron, at R.N. Air Station Culdrose, May 6, 1957.

GENERAL

H.M.S. Opossum, June, Foreign Service, Far East.

H.M.S. Owen, July, at Chatham, General Service Commission (Surveying Ship).

H.M.S. Cavalier, July, at Southampton, Foreign Service, Far East.

H.M.S. Troubridge, July, at Portsmouth, General Service Commission, Home/West Indies.

H.M.S. Loch Fyne, July, at Devonport, General Service Commission, Home/West Indies.

H.M.S. Alert, July, Foreign Service, Far East.

H.M.S. Protector, August, at Portsmouth, General Service Commission, Home/South Atlantic and South America.

(Continued on page 3, col. 5)

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Navy News

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EDITORIAL

THE NAVY ESTIMATES, 1957-58

FOR the past three years it has been our custom to publish the Navy Estimates in full. But with the ever-increasing demands on our space we have found it impossible to do so this year. In view of their importance and the general policy affecting all the services, we have published on page 2 items of the estimates as they affect us in the Navy.

It will be apparent that, although there will be some reductions during the coming year, they are not as severe as we may have supposed. The total reduction during the year will amount to only 7,000, and no drastic alterations in the policies of recruiting or re-engagement are expected. Of the officers there will be an overall reduction of 200, most of which will be accounted for by voluntary retirement and by reducing the entry. It is not anticipated that there will be any reduction of the W.R.N.S.

In the reorganisation of the service, some establishments will close, but work on improving living accommodation will continue, and the number of married quarters and furnished hirings will increase. During the financial year 1957-58 it is expected that 1,400 of the former will be completed, compared with 980 in the last year.

To those of us who may be in some doubt as to whether the Navy can provide a worth-while career, there is a message of hope in the speech made by the First Lord, when, in presenting the Navy Estimates, he said:

The complete re-organisation of the Services, which has been announced by the Minister of Defence, may produce temporary surpluses of officers, and possibly in some categories of ratings. There is, however, no reason to suppose that the prospects of a man joining the Navy today are in any way less bright as a result of the re-organisation now taking place—rather the reverse.

The Navy of the future will provide a career, whether as an officer or as a rating, which will combine travel and adventure with the interest of a job which calls for technical skill and initiative.

Air Sea Rescue in the Bay of Biscay

INJURED MAN RESCUED BY HELICOPTER FROM LEE-ON-SOLENT

AT 0600 on Friday April 12, the Swedish freighter Suecia (7,000 tons) radioed to Lands End W/T station that one of their crew was injured with a suspected fractured skull. 19 Group R.A.F. Sea/Air Rescue Co-ordination Centre asked Culdrose for a helicopter but they had none of sufficient range and there were none available from the French Naval base at Brest. Culdrose informed Lee-on-

Rescued

When over the ship the pilot winched down the doctor, Surg.-Lieut. B. A. A. Phillips, R.N., who had been picked up at Culdrose, and a stretcher. The injured man was winched into the aircraft on the stretcher and the pilot made a fourth run in to winch up the doctor. He then returned to the Guiparas civilian airfield near



Capt. H. H. Bracken, R.N., welcomes back the crew of the helicopter

Solent who sent off a Whirlwind at 0930.

The helicopter refuelled at Culdrose and flew to the French Naval Airfield at Lanveoc-Poulmic landing at 1315. They refuelled again and by 1345 set off to find the ship which was about 90 miles S.W. of Brest, escorted by an R.A.F. Shackleton which had accompanied them from Culdrose.

Brest, where an ambulance was waiting.

The aircraft returned to the Naval airfield at Lanveoc-Poulmic to refuel and then flew back to Culdrose arriving at 1730.

On the following morning the helicopter returned to Lee-on-Solent when this picture was taken shortly after they landed, having completed a round trip of well over 500 miles.

DO YOU REMEMBER?

Luxury Hotels as H.M. Ships

The following letter to the Editor has been received from a NAVY NEWS reader now living in the U.S.A.



The Berkeley

THE ENCLOSED pictures may mean nothing to you unless you served "aboard" H.M.S. Asbury during World War II years.

Actually the two hotels in Asbury Park, New Jersey were taken over by the Government for use of Commonwealth Naval forces.

The Berkeley (picture "A") hotel is adjacent to the Monterey hotel (picture "B") and in normal use were then and still are luxury hotels at this seaside resort and face the Atlantic Ocean approach to New York.

Officers and ratings of the Royal Navy were posted to H.M.S. Asbury during those war years as they awaited their assignments to newly built vessels in the U.S. In some cases personnel were sent here after having been rescued at sea and were here for recuperation while awaiting a new ship.

The two hotels were then a "walled city" as the whole area was boarded off with a high wooden fence, complete with barbed wire entanglements, so that only the authorised

Naval personnel could gain admittance. From the top of each hotel the White Ensign was flown.

The only difference from the Berkeley then and now is the addition of a swimming pool and a shopping area around the front entrance of the hotel. There has been no change to the Monterey.

I thought that perhaps there were many readers of the Royal NAVY NEWS who were once a part of H.M.S. Asbury—even although in most cases of a temporary duration—may be interested in knowing how the "old ship" stands today. The two pictures may bring back some memories of the ship.

At the height of the summer season here now one can now get one of the suite of rooms that probably a Naval man occupied then, for the present price of \$50 to \$75 per day. So if you consider those prices one can only surmise "that the Navy never had it so good" had they given thought to peacetime conditions.

Edgar S. Marsh.



The Monterey

ture; consideration is now being given to broadening the training given to Upper Yardmen entrants to enable them to take their full place in the new General List.

Voluntary Retirement

It was necessary last summer to suspend voluntary retirement of officers under the age of 35, but this has since been resumed. In the year ended December 31, 1956, 198 applications were received, of which 162 have been approved.

Living Accommodation

The work in hand on barracks and other single living accommodation totals about £5,600,000; the total cost of new works to be started in 1957-58 is estimated at £1,500,000. Expenditure in the year will be about £1,250,000.

It is expected that up to 1,400 married quarters, being built under Votes 10 and 15, will be completed during the financial year 1957-58, compared with 980 in the last financial year. The provision under Vote 15 is mainly for houses already building at the Home Ports, where some £2,200,000 will be expended from the total of £2,800,000.

It is also intended in 1957-58 to increase the number of furnished hirings for officers and men.

Officers

There will be an overall reduction of about 200 officers during 1957-58 by reducing entries, and through normal and voluntary retirement. The number of electrical officers will, however, continue to increase as the result of measures taken to meet the growing requirements in this specialisation. It is still necessary to re-employ a number of retired engineering and electrical officers, but apart from these there are now very few retired officers re-employed.

Women's Royal Naval Service

The numbers of W.R.N.S. ratings declined during 1955-56, but since the introduction of the higher pay and the reduction of the minimum age of entry from 18 to 17½ in October, 1956, recruitment has improved. It is now hoped to be able to stabilise the W.R.N.S. at about their present strength. Provision for 270 officers and 3,100 ratings has been made in Vote A for 1957-58.

Extracts from the Navy Estimates 1957-58

HOW THEY AFFECT US

Trends in Manpower Strength

The Vote A for 1957-58 provides for a maximum strength of 121,500 in April, 1957, and for a reduction of about 7,000 over the year. This reduction is a first step towards implementing the Government's policy published in the recent White Paper on Defence. No drastic alterations in the policies for recruitment or re-engagement are expected to be necessary during the financial year, but re-engagement to complete both 22 and 27 years' service may become rather more selective in some categories.

Investigation of Rating Structure

A committee has been established within the Admiralty to examine the rating structure of the Navy, and to advise upon the steps which should be taken to ensure that the Navy is manned efficiently and economically by ratings able to cope with the ever-increasing technical problems which confront the modern sailor. An important side of the committee's work is to provide a career for ratings of all branches which will be satisfying and appeal to the youth of the country.

Discharge by Purchase

It was necessary last summer to suspend discharge by purchase, but it has now been restored. In the year ended 31st December, 1956, 1,011 applications were received, of which 867 were approved.

Regular Recruiting

The following figures show that recruiting for the Navy (i.e. ratings and Royal Marine other ranks) is now improving, notwithstanding that the recruiting standards which had been temporarily lowered in 1954 were restored when the new engagement structure was introduced a year ago:

1953-54	..	..	9,100
1954-55	..	..	7,700
1955-56	..	..	7,200
1956-57	..	..	8,150

Nevertheless, entry into some Branches, particularly Artificer Apprentices, Signalmen and Telegraphists, is still insufficient.

This year for the first time, Juniors under 16½ were entered at the training establishments, H.M. Ships Ganges and St. Vincent, in the technical branches as well as in the Seamen Branch; this form of entry has proved to be very popular.

National Service

It is expected that about 1,600* National Service men will be entered next year and about 1,000 in 1958-59. Thereafter as far as can be foreseen the numbers required are likely to be negligible.

*In addition it is estimated that 400, liable for call up during the year, will join as regulars—making 2,000 in all.

Fleet Air Arm

Requirements for pilots and observers continue to be met by General List officers and by officers entered direct, or promoted from the lower deck, to Supplementary List commissions. The most important change during the last year has been the introduction, in place of the former four and eight-year short service commissions, of 12-year commissions on the Supplementary List; the new system offers the prospect that one in five of those completing 10 years' service will receive permanent commissions. Recruiting has not been entirely satisfactory during 1956, but publicity is now being given to the revised conditions of service, which it is hoped will attract more candidates of the very high quality required.

Promotion from the Lower Deck

It has already been stated that promotion to commissioned rank through the Upper Yardman Scheme will continue as part of the new officer struc-

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COVENTRY	...	25/3
WARWICK	...	22/3
BANBURY	...	19/3
OXFORD	...	16/6
PLYMOUTH	...	28/3
DRUMBRIDGES	...	23/3
EXETER	...	21/3
BRISTOL	...	19/3
SALISBURY	...	9/6
GLOUCESTER	...	27/6
SWINDON	...	20/3
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Week Commencing

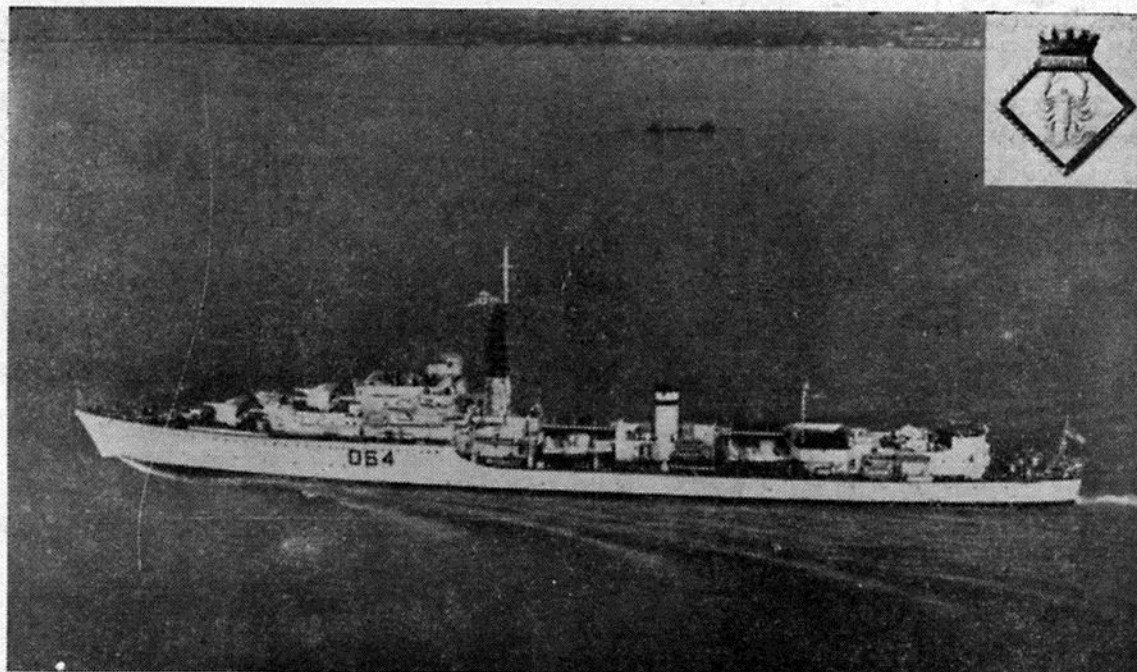
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GENERAL MANAGER, (N.N.), AT THE ABOVE ADDRESS

SHIPS OF THE ROYAL NAVY

No. 20. H.M.S. SCORPION



H.M.S. SCORPION

H.M.S. Scorpion, a Weapon Class destroyer, was laid at the yard of Messrs. J. Samuel White & Co. Ltd. at Cowes, Isle of Wight, in December, 1944. She was launched in August, 1946, and completed just over a year later. Originally named Tomahawk, then Centaur, and finally Scorpion.

The Scorpion's extreme length is 365

ft. and her breadth 38 ft., displacement 1,980 tons. She is armed with four 4 in. and six small guns with two Pentad revolving torpedo tubes. Her complement is about 290 officers and men. Many of the latest developments in warship construction were embodied in her design.

The Scorpion has an illustrious name. The battleship Scharnhorst felt the sting of her predecessor off the

coast of Norway in December, 1943. That Scorpion also took part in the barrage which preceded the D-Day landings, and she escorted bigger ships while they hurled 2,000 lb. shells at German strong points.

Shortly after the Second World War that Scorpion was handed over to the Royal Netherlands Navy.

The badge is an allusion to the name, and is a gold scorpion.

MOTORING NOTES

WITH THE growing interest in vintage and veteran cars it has been suggested that these worthy vehicles and some of their owners deserve an honourable mention in this column.

R.A.C. Rally

As most readers know the R.A.C. Veteran Car Run takes place annually from London to Brighton. Although there are other veteran car rallies the R.A.C. rally is the premier one and is restricted to cars built before 1905. The Royal Navy can boast at least three regular supporters. These are:

(a) Cdr. Sir Hugh Dawson, Bart., C.B.E., who owns and sometimes drives his 1897 3½ h.p. Benz Dog Cart.

(b) Cdr. J. D. R. Davies who drives his 1904 14/20 h.p. Renault Tonneau.

(c) Cdr. C. L. A. Woollard, F.R.G.S., Legion of Honour, who regularly drives his 1895 3½ h.p. Leon Bollee Tricar in the rally. This car, incidentally, was the 19th tricar to be manufactured by the Leon Bollee factory at Le Mans and is the only vehicle still functioning on hot tube ignition. It has only once failed to qualify in the rally since 1949.

Some veteran cars

A study of the programme for the London-Brighton Rally makes fascinating reading and many forgotten names are recalled such as Arrol-Johnston, De Dion Bouton, Darracq, Gardner-Serpollet, Leon Bollee, Panhard Levassor, Rex, Spyker, Star, White Steamer and many others.

Apart from the Leon Bollee Tricar, Cdr. Woollard owned a 1903 6 h.p. De Dion Bouton voiturette from 1930 to 1951, having found it on a scrap heap at Sydenham, London, in a lamentable state. Except for the war years this car has never missed a Brighton run, whilst in August 1939 Cdr. Woollard drove it from Bromley, Kent, to the works near Paris and back in response to an invitation from the manufacturers.

Another famous car once owned by him is a 1905 14/18 h.p. Spyker, believed to be the only one in existence. It was this car which competed with the Darracq in the film "Genevieve."

Other Rallies

An interesting event for those living near Portsmouth will be the Hayling Island "Old Crocks" Rally to be held on July 7. This is likely to be recognised as a national event and will be well worth seeing. Over 50 cars have been entered including a Blériot Whippet recently discovered on Hayling Island.

Another event now taking place in the U.S.A. is a return match between teams from the Vintage Sports Car Club of Britain and the Veteran Motor Car Club of America. Last year it was run in England and won by our team.

Owing to pressure of space details of both these events will have to be obtained by readers from the daily newspapers.

A. E. Marsh

SHIPS OF THE ROYAL NAVY No. 20—H.M.S. Scorpion

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In Memoriam

Lieut. R. C. Hunt, Royal Navy, R.N. Air Station Ford, March 28, 1957.

Sub-Lieut. M. L. Maggs, Royal Navy, R.N. Air Station Ford, March 28, 1957.

William Arthur Cates, Marine No. RM.11386, 45th Commando. Died April 6, 1957.

Peter Robert Bruce Keith, Probationary Coder (Special), No. P/M.963250, H.M.S. President. Died April 10, 1957.

John William Collier, Probationary Sick Berth Attendant, No. D/M.971214, R.N. Hospital, Haslar. Died April 12, 1957.

Lt.-Cdr. B. L. Twomey, D.S.C., R.N.Z.N., H.M.S. Eastbourne. Died April 22, 1957.

International Naval Reviews

Vice-Admiral Power to Command Naval Squadron

VICE-ADMIRAL M. L. Power, C.B., C.B.E., D.S.O., Flag Officer Aircraft Carriers, will be in command of the Naval Squadron to represent Great Britain at the International Naval Review at Hampton Roads, Virginia, from June 8-17.

He will fly his flag in the aircraft carrier Ark Royal (Capt. F. H. E. Hopkins, D.S.O., D.S.C., R.N.). The rest of the Squadron will consist of the Daring Class ships Duchess (Capt. N. H. G. Austen, D.S.O., R.N.) and Diamond (Capt. M. G. Haworth, D.S.C., R.N.).

Also embarked in the Ark Royal will be the Royal Marines Band of the Commander-in-Chief, Home Fleet, Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E.

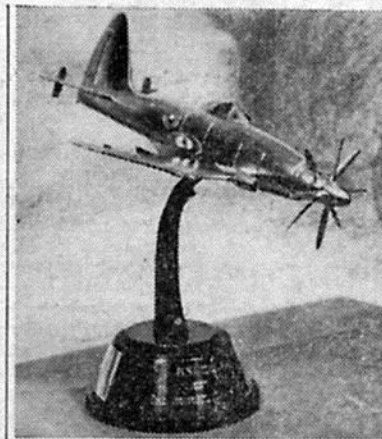
As previously announced, ships of the Home Fleet will be at Cromarty, Scotland, for the visit of Her Majesty The Queen from May 27-29, and the Squadron will sail direct from there to the United States at the conclusion of Her Majesty's visit.

The Robert Sandison Trophy

NEW TROPHY FOR THE FLEET AIR ARM

A NEW trophy has become available for competition in the Fleet Air Arm. In November, 1956, Mr. Paul Sandison of Sherbourne, the father of the late Lieut. R. E. Sandison, Royal Navy, of No. 831 Squadron, expressed a desire to present a silver model of a Wyvern aircraft as a trophy in memory of his son who was killed in a flying accident on September 4, 1956. He expressed a wish that the trophy should be awarded annually to a pilot in an air strike squadron, for efficiency and officer-like qualities and that the first award should be made to a pilot of 831 Squadron. Subsequent awards are to be made to pilots selected by the Flag Officer Air (Home).

The trophy has been formally accepted from Mr. Sandison and at his wish handed to the Commanding Officer of No. 831 Squadron (now embarked in H.M.S. Ark Royal) for safe keeping prior to the first presentation.



March 'Taranto' Dedicated to the Fleet Air Arm

THIS MARCH, which has been dedicated to the Fleet Air Arm, was written by Albert Elms, and was first played in public during the presentation of the Queen's Colour to the Fleet Air Arm at H.M.S. Daedalus on July 30, 1956.

Naval Aircraft Attack

The title of this stirring theme commemorates the attack by Naval aircraft on Taranto, during the night of November 11, 1940. This action by 21 Swordfish aircraft from H.M.S. Illustrious, of which only two were shot down, decisively altered the balance of Naval power in the Mediterranean. Taranto's magnificent harbour was heavily defended against modern forms of attack, and yet three battleships were torpedoed, a cruiser hit, and the dockyard badly damaged. Half of the Italian battle-fleet was disabled for six months, and after that action, the Italians were never considered a Naval power.

Composer served in R.N. Band Service

The composer of "Taranto" served in the R.M. Band Service from 1935 until 1951, and was in cruisers most of the Second World War. He was a bass player of repute, and started writing marches as a hobby. In civilian life he first worked with Leon Young, arranging B.B.C. shows. At present he is a composer and arranger in his own right, writing for films and television.

"Taranto" does not take the place of "Heart of Oak" for the march past for the Fleet Air Arm, but is often played immediately afterwards at parades, and also on other Fleet Air Arm occasions.

Visit by Her Majesty to the Home Fleet

THE FOLLOWING is a brief summary of the programme:

Monday, May 27:

(a) Home Fleet meets Britannia at 11.30 a.m.

(b) Fly past by aircraft from the Ark Royal and Albion at 2 p.m.

(c) Britannia enters Cromarty Firth at 4 p.m. followed by the Fleet.

Tuesday, May 28:

(d) Her Majesty The Queen visits several ships and inspects Divisions from 9.30 a.m. to noon.

(e) Her Majesty The Queen visits Albion and drives round combined ships' Divisions, 2.30 p.m. to 3 p.m. Concert in H.M.S. Albion at 8.30 p.m.

Wednesday, May 29:

(f) Her Majesty The Queen embarks in the Ark Royal at 9.30 a.m. to witness Divisions and flying demonstration, and disembarks at 1.00 p.m.

In the event of bad weather the above programme may be modified.

Drafting Forecast

(Continued from Page 1)

H.M.S. Sheffield, August, at Chatham, General Service Commission, Home/Mediterranean.

H.M.S. St. Brides Bay, August, Foreign Service, Far East.

H.M.S. Duchess, August, at Portsmouth, General Service Commission, Home/Mediterranean.

H.M.S. Decoy, August, at Devonport, General Service Commission, Home/Mediterranean.

H.M.S. Diana, August, at Devonport, General Service Commission, Home/Mediterranean.

H.M.S. Diamond, August, at Chatham, General Service Commission, Home/Mediterranean.

H.M.S. Bermuda, August, at Devonport, General Service Commission, Home/Mediterranean.

H.M.S. Bigbury Bay, September, at Rosyth, General Service Commission, Home/South Atlantic and South America.

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WOMEN'S FRIENDLY WIVES PAGE

NORTH END

THE APRIL meeting took the form of an afternoon social, held at Whale Island on Tuesday, April 2.

Mrs. Casement, our chairman, has been ill, but we hope very much that she will be back with us soon. In her absence, Mrs. Doig presided and welcomed our guests. We were very glad to have Mrs. Begg with us. She is now the vice-president of the Friendly Wives in the Portsmouth area, but as a former member of the branch is known to many of us. It also gave us great pleasure to have members from the Vernon and Havant branches.

Mrs. Starke and Mrs. Miller won the elimination dance, and Mrs. Barnes, musical pennies.

The raffle was for fruit, a Pyrex dish and flowers won by Mrs. Dymott, Mrs. Hastie and Mrs. Brown.

Mrs. Simpkins played the piano, and we are very grateful to her for this.

VERNON

THE H.M.S. Vernon branch have had an extra full month with a coffee party and visits to other branches in addition to the general meeting and sewing meetings.

A very successful bring and buy coffee party was held in the Vernon cinema, which was most attractively decorated with curtains, screens, a carpet and plants, on Tuesday, March 26. About eighty members and their friends attended.

The bring and buy stall, with Mrs. Walmsley and Mrs. Hewison in charge, did very good business, and Mrs. Brewer sold raffle tickets for two prizes. The first, a parcel of groceries, given by members of the committee, was won by Mrs. Neale, and the second, a handbag given by Mrs. Blundell, was won by Mrs. Bartlett. Coffee was served by Mrs. Williamson Jones and Mrs. Bird, who were assisted by several willing members. Capt. E. A. Blundell very kindly conducted a "mock" auction, and afterwards welcomed the guests to

Vernon and thanked them for their support.

Grand Response

The result of this will enable the branch to send a cheque in addition to the garments requested for the Red Cross fair to be held in the autumn.

Several members attended a social afternoon on Tuesday, April 2, at the invitation of the North End Branch. This visit was most enjoyable and it was a great pity that, because of another engagement some people had to hurry away.

The monthly general meeting was held in the Vernon cinema on Wednesday, April 3, at 2.15 p.m. Mrs. Blundell presided. The opening prayers were said by the Rev. C. Prior and we are most grateful to Mrs. Bradshaw for being our pianist at such short notice.

Mr. Branch, the manager of the hairdressing department of the Portsmouth Co-operative Society, with a bevy of very attractive lady hairdressers and models gave us a most interesting afternoon. Obviously a complete master of his subject, he talked on hair condition, style and fashions while his assistants dressed their models' hair and showed what expert attention could do. After the demonstration he was bombarded with so many questions that it was a long time before Mrs. Bartlett could propose a vote of thanks. We are very grateful to Wren Angus for so kindly looking after members' children.

On Thursday, April 4, members visited the Gosport and Fareham Branch at Sloane Stanley Hall for a social afternoon. This again was very enjoyable.

Future Events

The general meeting to be held in the cinema at 2.15 p.m. on June 5 will be the annual election of committee combined with a social afternoon. Members who wish to nominate a committee member but will be unable to attend, should send their nominations to the hon. secretary.

It had been hoped that the annual

outing in June would have been to a film studio, but this has proved impossible to arrange. The committee has therefore decided to organise a trip to look over Wilton House and the Wilton carpet factory, if desired, on Tuesday, June 4. Will anyone wishing to join the party please give their names to the hon. secretary as early as possible, indicating whether they would like to visit both places.

Owing to the clash of dates with the Foudroyant Fair, the Vernon Branch garden party will be held on July 10, instead of July 3 as published in the programme cards.

Sewing meetings in May will be held in the wardroom annexe on 8 and 29.

HAVANT

THE ATTENDANCE at the April meeting of the Havant Branch at St. Faith's Hall was very gratifying in spite of the fact that the Easter holiday was very close and the children were not at school.

It also gave the members great pleasure to have with them once again their chairman (Mrs. Chavasse). After the opening hymn and prayer, Mrs. Chavasse thanked all who had sent cards, flowers and letters of good wishes, during her recent illness—and said she was sure they had contributed to her recovery.

Mrs. Horton (vice-chairman) then led the choral side of the proceedings with old English airs, and a round. These were most popular and heartily sung.

Next came a musical quiz, presented by Mrs. Oakford—this consisted of forty of the first or best known lines of well-known melodies—old and new. This was won by Mrs. Kent, who guessed thirty-six tunes correctly.

After tea, organised by Miss Hutchings, a "hide the spoon" game amused several of the older children who came with their mothers.

The afternoon was voted a great success, and the raffles, given by Mrs. Snaith and Mrs. Wickens, were won by Mrs. Moore and Mrs. Patch.

Out of Uniform



Third Officer Hazel Abley, W.R.N.S., H.M.S. Victory. Gunmetal brocade evening dress, stole lined champagne satin; 7½ yd. brocade, 2 yd. champagne slipper satin. (Over-all cost approximately £4.)

Sea Cadet News

Sea Cadet Rifle Champions

AFTER KEEN competition the Sea Cadet national rifle shooting championship has been won by Barnet unit. It is an honour they have thoroughly deserved. For a long time they have produced some of the best marksmen in the Corps but the national trophy had always eluded them.

In each of the past three years they were runners-up to Southend. This time, however, the tables were turned and it was Southend who finished as runners-up—by a margin of only four points.

Individual Trophy

In the individual championship no fewer than six cadets tied for the top award with a score of 98 out of 100 but after the targets had been gauged the championship went to L./Sea. C. Stacey, of Kingston, with P.O. M. Jacobs, Barnet, second. R. Manning, Dunstable, L./Sea. D. Perrin and P.O. P. Sherriff, Southend, and A.B. A. Sole, Margate.

Sea Cadet Rescuers

Three Sea Cadets have just been honoured for helping to save two youths from drowning. At a special parade at Sunbury and Walton headquarters two 15-year-old cadets were presented with letters of commendation from the Order of St. John and from the Navy League in recognition of their promptitude in going to the rescue of a youth whose skiff had been run down by a motor launch in the Thames.

The two cadets, Martin Boothroyd and Lawrence Ancombe, also attended to the youth's injuries and after applying a tourniquet to a lacerated artery they arranged for his admission to hospital.

The other cadet to be honoured was 15-year-old David Wallis, who attended a meeting of Hull Watch Committee to receive the Royal Humane Society's testimonial on vellum. Making the award, the chairman, Alderman H. Fairbotham, recalled that a 12-year-old boy who could not swim fell into 24 ft. of water. An 18-year-old youth, Barry Scarah, dived fully clothed to the rescue but he, too, got into difficulties owing to the drowning boy's violent struggles.

Wallis, hearing the shouts of on-lookers, dived in and succeeded in loosening the boy's hold on Scarah. Then together they pulled the lad to the bank. For his courage Wallis has also been presented with the Sea Cadet Corps' Gallantry Cross.

Empire Sea Cadet Camp

New Zealand is to send one Sea Cadet officer and twelve cadets to attend the Empire Sea Cadet training course to be held in Britain from July 1 to 14.

Together with Sea Cadets from the other Dominions, they will be the guests of the Navy League who have arranged the course with the object of fostering a spirit of brotherhood and community of purpose among the Empire's youth. It will be the second such camp held in this country since the war. Other Sea Cadet tours in which British boys have taken part, have been made to Canada, Australia and South Africa.

Cadets Make their own Gear

Sea Cadet units rarely have all the funds they need for the purchase of training equipment but determination and a will to work goes a long way this respect Canterbury, one of the most progressive units in the South, have been showing what initiative can do.

Under the Commanding Officer's guidance a seascape, eight feet by four feet, has been built, setting out a coastline, with headland and sandy bay, a river estuary and two islands. For use on the seascape cadets have built ship models and a complete set of buoys while on land there are lighthouses, a church and houses.

Other gear being made by the unit's handymen include bollards and the rigging of davits on the quarterdeck. All the new equipment will form a valuable addition to the facilities for training.

Royal Day for Cadets

Kingston Steadfast unit who recently gained the Canadian Navy League Trophy, awarded to the most efficient unit in the United Kingdom, are to have a Royal Day on June 15.

In the morning they are to provide a band and guard of honour when Prince Philip inspects a parade of pre-Service cadets on Horse Guards Parade. The band will play during the inspection and for the Royal salute.

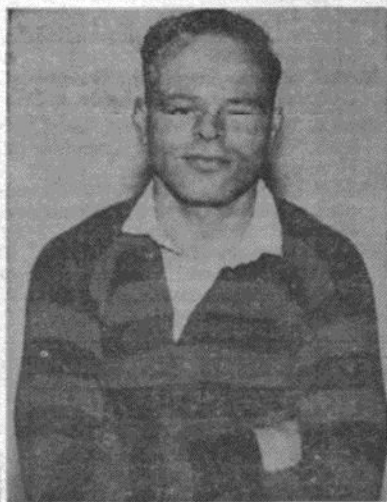
In the afternoon Kingston cadets will go to the Royal Hospital for Incurables, Putney, where they will give a display which will be watched by the Queen Mother.

Yangtse Incident

The premiere of the film "Yangtse Incident," attended by Prince Philip, yielded more than £12,000 for the Navy League's diamond jubilee appeal in aid of the Sea Cadet Corps.

Sportsman of the Month

Walter Leonard Copley



WALTER LEONARD COPLEY was born in Plymouth in 1925. He was educated at Tamar Central School and started playing rugby for St. Columba in 1948. He played for this joined Devonport Services and progressed from the club's "A" XV to the Royal Navy XV in this first season. He has played for the Royal Navy in Inter-Service games and in seventeen other matches. He has made two Combined Services tours and recently represented the Combined Services against the Sables. He has had England trials in the seasons 1955/56 and 1956/57. His proud boast is that in six years with Devonport Services, he has never scored a try!

SPORTS NEWS

See Page 16

Expedition Sea Fishing

Portsmouth Command

PORTSMOUTH COMMAND Sea Angling Club held their first run to sea in an M.F.V. last Sunday, April 14. Eighteen members of the club together with four guests made up the party which was skippered by Lieut.-Cdr. F. L. Strickland of H.M.S. Collingwood.

8½ lb. Skate

Everyone met at Whale Island at 0900 and after embarking food and tackle aboard M.F.V. 1015 we cast off at 0920 bound for the Solent. The elements were most kind to us with plenty of sun and still waters, the trip out being a real pleasure. We anchored between Ryde middle ground buoys on the two-fathom bank at 1100.

The fishing at first was a bit slow, only a few pout whiting being caught but at 1300 C.E.R.A. Yates, Daedalus, hooked an 8½ lb. skate and then things livened up. The swift running tide hindered a bit, knitting up a few of the lines. However this did not prevent good fishing. The total day's catch was 70 lbs. of fish and the largest individual catch being by Mr. L. P. W. Malley (two skate of 9½ lbs. and 7 lbs.).

Next trip May 11 and 12

The party returned back to base at 2030, everyone having had a good time. Next trip is planned for May 11 and 12 and anyone keen to go, forward names either to Lieut. Hales (Collingwood), Lieut.-Cdr. Gammon (Dryad) or to your establishment command sea fishing representative. Numbers are limited, so names early, please.

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BOOK REVIEWS . . .

The Secret War, 1939-45. Gerald Pawle. (Harrap, 18s.)

The story of the Admiralty Department which began in 1940 as the Inspectorate of Anti-aircraft Weapons and later, when its field had been extended to anti-submarine research, became the Directorate of Miscellaneous Weapons Development, is here convincingly and very readably told. So many books concerned with scientific development are so full of technical terms, and so often dully written, that the general reader will in this instance find the straightforward language and pleasant if sometimes laboured humour unusually engaging. By and large, the author has kept his account on the human level. He has focused attention on the men behind the gadgets, the remarkable team of "Wheezers and Dodgers," even although there are times when the interpolation of a "human interest" story merely interrupts the flow of narrative without highlighting a character; since, where there were so many highly individualistic men, too many of them are but brief acquaintances, fitfully appearing.

As the organisation expanded, the diversity of its functions and the requirements of security demanded subdivision of the original department. There were, too, many other depart-

ments with more or less specialised research and development sections. It cannot have been easy for the author to decide precisely how far to enter into the relationships between the various organisations, particularly since many of the scientists concerned seem to have been changed from one to another. He has succeeded very well in producing a coherent and workmanlike account.

The book has some relevance to the present situation, where once again the Royal Navy has to consider the need for reevaluation of many of its strategic and tactical premises in the light of scientific advance. All other questions aside, there remains the very strong suggestion that human discipline must underlie the use of any human device.

Christopher Columbus, Mariner. Samuel Eliot Morison. (Faber, 21s.)

Those who are interested in the history of the sea will already be familiar with the present author's scholarly and delightful "Admiral of the Ocean Sea," or the abridgement, "Christopher Columbus." Those whose interest in such things could not sustain them through the still considerable bulk even of the abridgement are now given an opportunity of meeting the great discoverer in a

short, crisp account by one whose unusual combination of occupations, rear-admiral U.S.N. and professor of history, University of Harvard, together with his considerable sailing experience, makes him a foremost authority on his subject.

Professor Morison prefaces his book with an account of a voyage he made with a few companions in the path of Columbus, identifying landfalls, checking navigational information and convincing himself of the remarkable accuracy of Columbus' own statements in his journals. Then, in easy, swinging prose, he recounts the four great voyages. There is some fine evocative writing, called forth in one who has himself known the exhilaration of mornings and evenings at sea. There is a sailor's awareness of the weather, and a seaman's appreciation of the supremacy in his craft of another seaman. There is, too, the historian's fine analysis of motive and the interplay of motives, the shrewd assessment of character, the vital knowledge of the spirit of an age so far removed. No one who has experienced the satisfaction of handling a ship or a boat under adverse conditions, or who has borne the anxieties of command and administration, or who has studied the interaction of human personalities, can fail to be stirred by this book.

MARRIED QUARTERS

CHATHAM

THE EFFECT of centralised drafting has not yet been felt and this forecast is based on present conditions in the port.

Officers

The waiting list for officers is mainly governed by difficulty in finding suitable hirings. Petrol rationing also reduced the area of search. Site work has begun on the new officers married quarter estate in East Hoath Wood half way between Gillingham and Rainham. The first houses may be available in July or August next year.

Ratings

The ratings' rosters have continued to expand. For the first time, there is a waiting period of one to three months for C.P.O.s. There is still a waiting period of four to six months for P.O.s., while for junior ratings there is a wait of nine months and over.

Steady completion of houses at the new ratings married quarters estate has more than balanced the marked

fall in the numbers of hirings, mostly due to the return of the owners from foreign service. By mid May the first 100 houses and flats will be occupied at Dargets Wood and it is hoped that there will be 250 families there by the end of the year. In all 280 three bedroom houses and 280 two bedroom flats are due to be completed by late 1958.

Dargets Wood is a little isolated from Chatham, or even Walderslade, the adjoining village, and there are contract buses to the nearest bus route night and morning for the husbands. The wives seem to be very contented with the houses and flats, the local tradesmen deliver all the necessities of life, and pioneer work on the gardens or rambles in the woods may compensate for the lack of town amenities.

By next winter it is hoped that the grass will be up, there will be street lighting, and that the beginnings of a shopping centre may have been started on the council land near by. It is believed that a brewery company is looking for a site for a public house to complete the Naval village.

PORTSMOUTH

IT HAS been observed that there is sometimes a considerable delay between the issue of the notification that a rating's name has come to the top of the married quarters roster, and the appearance of the rating to claim the quarter due to him.

When each rating's name reaches the top of the roster, the procedure is for a Portsmouth Form 12 to be prepared and sent to his Commanding Officer, with the request that part II of the form should be completed and for the rating to report to the Staff Married Quarters Officer.

The delay mentioned above may be due to the rating having been drafted away from the ship in which he originally applied, and having omitted to send his change of address to the Staff Married Quarters Officer. Alternatively, the ship in which the applicant is serving may be temporarily away from Portsmouth: in the latter case, the difficulty can be largely overcome if the rating will send the completed form to his wife and ask her to take the form to the Staff Married Quarters Office, so that a quarter may be allocated.

Whatever the cause of the delay, it must often be quite easy to remedy it, and if the period of delay is reduced this in turn will help to cut down the length of the roster. As the number of permanent married quarters is as yet insufficient to meet the demand, applicants must often be prepared to find a private house or flat suitable to be rented as an Admiralty furnished hiring. With the approach of summer such accommodation will be in short supply on Portsmouth Island, but should be more readily available elsewhere in the area; the area includes any place within a radius of fifteen miles from Portsmouth Castle.

Although it is appreciated that displacement is inevitable during a leave period, it is hoped that it may be possible to accelerate the occupation of married quarters and Admiralty hirings and thus reduce the waiting period for the general benefit of those lower down the roster.

Navy Hockey 1956-57

A Summary by "Bully-Off"

THOSE WHO read an article published in this paper in February this year on the aim of the Navy Hockey Committee and on the prospects for the Inter-Services matches may be interested to learn how we fared.

First, readers will want to know the result of the final match in the Navy Hockey Cup Competition. This was played on neutral ground at the Royal Naval Air Station at Yeovilton between the Royal Naval Barracks, Devonport, and H.M.S. Collingwood, on April 3. After a good robust game, Devonport beat Collingwood, last year's winners, by 2 goals to 1. Well done Devonport, and well done Collingwood too on reaching the final yet again.

Not Disgraced

Sad to relate the Navy was beaten on both the Inter-Services matches and, as the Royal Air Force caught the Army on an off day, they finished as Inter-Services champions. Though the Navy side were beaten, they were far from being disgraced; in each case there was only a one goal difference between the winners and losers. The Royal Air Force won by 1-0 and the Army by 2-1. The pattern of each of these matches was very much the same. The sound general defence of the Navy halves and backs, and brilliant displays by the Navy goalkeeper kept the opposing forwards at bay for most of both games, while an occasional break-through by our lively but admittedly less skilful forwards worried the other side from time to time. The standard of play

Forwards Wanted

To conclude the remarks on the season: the Navy still has not beaten the other services for many years; the other services have great advantages in numbers and experience of players; nevertheless the Navy's defence always proves that we can do as well, or better, than the other services in that department; what we need are young and skilful forwards. So I ask all who are connected with hockey in the Navy, either as organisers or players to concentrate their attention on forward play. A good forward must practice, practice, practice, not just before a game, but several times a week during the season wherever he may be serving. We shall not beat the other services by keeping them out of our goal but by scoring goals against them.

Have YOU a personal problem . . ?

ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

Discharge by Purchase

WOULD YOU please let me know if it is possible to obtain Discharge by Purchase from the Royal Navy without having compassionate reasons?

If so, could you please tell me the best way of going about it? Thank you, very much.

Provided you have some reasonable grounds for your wish to obtain your discharge and can show proof of employment, discharge by purchase can be allowed. You should see your Divisional Officer and request in the normal way.

COULD YOU please tell me the total cost and conditions for purchased discharge from the Royal Navy of an Engineer's Mech. (late Stoker Mech.) on twelve years' service who has served five and a half years and still has six and a half years to serve?

The amount of purchase money payable for discharge by purchase in the case you mention would be £60. Discharge by purchase cannot be claimed as a right, and application will only be considered where there are good and substantial reasons for the

discharge. Priority is given where there are compassionate grounds.

First action should be for the rating to see his Divisional Officer.

Ex-Service Employment Bureau

WOULD YOU be so kind as to find out the addresses of the ex-Service-men's employment bureaux in and about the London area? I am fully aware there is one at Reading, not far from here, but am particularly anxious to go further afield from there.

I am an R.N. pensioner petty officer. Enclosed is a stamped addressed envelope.

The following are addresses of branches of the National Associations for Employment of Regular Sailors, Soldiers and Airmen in the London area: 8 Katherine Street, Croydon; 62 Victoria Street, S.W.1; 33 Churchfield Road West, Acton, W.3; 1 Campbell Road, E.3; 87a Rushey Green, Catford, S.E.6; 48/56 Station Road, Wood Green, N.22.

Blazer Badge

CAN YOU tell me if a blazer badge was ever struck for the D.E.M.S. Service? I served from February, 1941, to February, 1946, in that service and, being rather proud of that service, I would like to wear the badge if there is one. Also, if there is a badge, where I could obtain one. Thanking you for any advice you can give me.

No crest or badge was authorised for the D.E.M.S., the issue of crests being restricted for individual ships or F.A.A. squadrons and not for services within the Service, e.g., Submarine Service, F.A.A., etc., all of which use the Naval Crown.

Award of B.E.M. (Military Division) to Chief Air Artificer

THE FLAG Officer Air (Home) presented the B.E.M. to C. Air. Art. R. F. J. Gattrell, L/FX 75046 at Divisions at the Royal Naval Air Station Lee on April 6, 1957.

C. Air. Art. Gattrell is now serving in the Air Engineering Department at the R.N. Air Station, Lee-on-Solent.



He was awarded the B.E.M. (Military Division) in the New Year Honours List, 1957, for outstanding zeal and devotion while serving with 897 R.N. Air Squadron.

The citation reads, "During the Squadron service in H.M.S. Eagle it was essential that 100 per cent serviceability should be maintained. To do this C. Air. Art. Gattrell has continually worked long hours under trying conditions encouraging and supervising the maintenance teams. He has always been present when work has been in progress and, although at times noticeably affected by the strain of overwork, has remained cheerful and devoted to duty. His determination, loyalty and perseverance have been an inspiration to the Squadron."

"Mothercraft"



Now remember, Gregory, Daddy and I are most anxious that you ask your new Captain to come and have tea with us

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For further information please telephone Dockyard 2616 or write to the Welfare Secretary, Canteen Block, R.N. Barracks, Portsmouth.

Just say what you want and the rest will be arranged for you.



Royal Marines to Help Themselves

First NAAFI Shop to Adopt Self-service System



THE FIRST NAAFI shop in the United Kingdom to be converted to the self-service system was officially re-opened at the Royal Marine Barracks, Eastney, Portsmouth, on March 26 by Mrs. E. A. Brown, wife of Colonel E. A. Brown, O.B.E., R.M., Commandant of the Barracks. Introducing Mrs. Brown, Mr. Austen Layard, manager Naval canteen service and assistant general manager, NAAFI, said that self-service shops were now appearing like mushrooms throughout the country—there were approximately 4,000 already open—and it was an increasingly widely held belief in the grocery trade that self-service would be the future method of retailing.

Huge chain of shops

He explained that NAAFI had 349 grocery shops in the United Kingdom and 187 overseas, 23 of which were run by the Naval Canteen Service. "I am sure you will agree that there is no reason why we should sit back and

let the Army and Air Force shops break the new ground," he said. "NAAFI's first self-service shops were at Fontainebleau and Voluceau for the SHAPE canteen service which we run on an agency basis. These were extremely successful and the next step was to convert seven of our largest shops in Germany to self-service."

"The problem now is to carry this a stage further and adapt a combined family shop and troops rebate shop in this country. I chose the Eastney Barracks shop because a minimum of works services was necessary and it provides a typical balance of trade: 50 per cent rebateable sales to the Royal Marines, the remainder being sales to families subject to cash discount on deposit and premium accounts."

Wives welcomed

Mr. Layard expressed the hope that as a result of the conversion more

(Continued in column 3)

Launch of First New Class of Inshore Survey Craft

H.M.S. Echo, the first of the Echo Class Inshore Survey Craft, was launched from the yard of Messrs. J. S. White & Co. Ltd., Cowes, on May 1. The Commanding Officer is Lieut. Cdr. H. L. F. Vaughan, R.N.

The launching ceremony was performed by Mrs. Collins, the wife of Admiral K. St. B. Collins, O.B.E., D.S.C., Hydrographer of the Navy, and the religious service was conducted by the Rev. C. E. Paterson, Vicar of Holy Trinity Church, Cowes, and Chaplain to the Royal Yacht Squadron.

H.M.S. Echo is built to carry out coastal and harbour hydrographic surveys for the Hydrographer of the Navy around the coasts of the British Isles. The prime requirements of such a craft are ability to navigate in shoal water, to obtain depths and to detect the existence of wrecks or obstructions on the sea bed, coupled with the ability to fix the position of the craft with accuracy.

The Echo is equipped with echosounders and asdics, and carries surveying equipment for carrying out triangulation ashore, which provides basis for fixing the craft's position afloat, by horizontal sextant angles. She also has the most modern radar, with facilities for measuring ranges accurately for position fixing. Her crew of 19 includes three surveying officers and three surveying ratings.

The Inshore Survey Craft is a self-contained unit having its own echo sounding launch for shallow survey work and a modern chart room for survey plotting and compilation.

Messrs. J. S. White & Co. Ltd. are the hull builders. It is of all wood construction in which extensive use has been made of glued laminated members. The main machinery manufacturers are Davey Paxman & Co. Ltd., Cowes.

H.M.S. Echo is of 160 tons displacement approximately, with length extreme of 106 ft. 10 in. and breadth extreme 21 ft. 11 in. She carries no armament.

This vessel and others of her class (the keels of two more are about to be laid) will replace the surveying motor launches which were built in the early 1940s as harbour defence launches. These craft have done yeoman service during and since the war and are now well past their prime.

Naval Shipbuilding

Progress with the construction of the principal types of new ships for the Royal Navy, during the financial year 1956/57, is summarised below: Ships under construction on March 31, 1957: One aircraft carrier, three cruisers, 17 frigates, three submarines, 31 coastal minesweepers, 18 inshore minesweepers, one inshore survey craft, seven fast patrol boats, one seaward defence boat. Ships completed during the financial year 1956-57: nine frigates, one submarine, 15 coastal minesweepers, 11 inshore minesweepers, six fast patrol boats, one seaward defence boat.

(Continued from column 2)

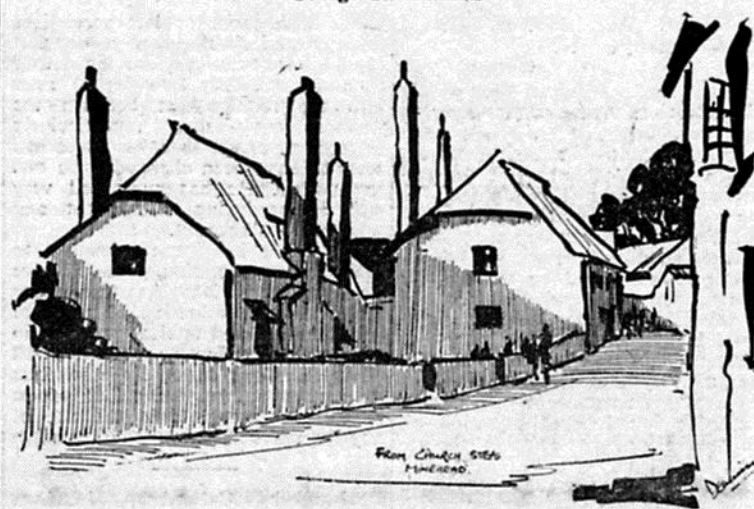
Marine wives would pay a visit to the shop rather than rely entirely on telephoning their orders for weekly delivery. "There is certainly no need to feel embarrassed about passing through the check-out point empty-handed if you do not see anything you want," explained Mr. Layard. "I would like to think that the shop is as easy to get out of as it is to get in and I hope that it will become something of a social rendezvous."

Before Mrs. Brown cut the tape to open the shop officially, Colonel E. A. Brown said he considered it an honour that Eastney Barracks had been chosen as NAAFI's first self-service shop in Great Britain. "I am all for self-service," he declared, "and I wish the shop every success."

Since the shop opened business has been brisk and the manager, Mr. H. C. Hill, reports that his customers have been unanimous in their praise of the new system.

TRAMPS ABROAD

George R. Deakins



THIS SCRIPT should have been in the Editor's office three days ago. Having just returned from Easter leave I thought I should give "Tramps Abroad" a miss this month, but the Editor thinks otherwise and his white gloved hand stops the mighty roar of Fleet Street's traffic, and stamps irritably about his office until this drivell reaches him. And drivell it will be for the spiritual "me" remains in Somerset with its rich red earth, its hills, its castles and cottages. Surely there is no English county so beautiful.

The sketch for this article takes no time at all. The white card with the brief pencil lines lie on my desk waiting the Indian ink and brush which will make the drawing suitable for reproduction. The original sketch was drawn a week ago, very early in the forenoon. I sat on the church steps at Minehead and did not realise how cold the stone was until I had rapidly pencilled in the outlines of the charming group of cottages with its pattern of shadows and sunshine pouring in from the left. Half a dozen ponies with teenagers up clattered towards me over the cobbled street as the sketch progressed. I have not included them for fear of taking your interest away from those delightful chimney pots.

Difficult task

Jove! How difficult it is to write. Everything is against me. The strong morning sunshine floods the basin astern Victory; it could be the Riviera. My son David, aged 12, a little bored with holidays, continually pops in and out of my cabin with questions (I've sent him chasing death watch beetles with Mr. Dale, Victory's beetle bug maestro; they should be in the hold now; that will keep him quiet for a time.) We are not "tramping abroad" very far this month for Minehead is only 110 miles away as the crow flies, but for the time it takes to get there, it could be, thanks to British Railways, the other side of Europe.

However, one's holiday really starts at Taunton, for the hour's train journey to Minehead really is a "classic." Cares and worries are forgotten, national and international crises es es es (can't spell that one) are left behind, the train chugs merrily along, continually wheezing to a halt whilst the cheery-faced driver passes the time of day with anybody within hailing distance.

Soon a sight of the Bristol Channel with Wales, blue and serene beyond; Blue Anchor, Watchet, Dunster with its watchtower atop the hill and the castle a little below as if straight from fairyland. (I reckon the Somerset County Council should pay me for this bit of advertising!) Does anyone want an old rectory? Five bedrooms, an acre of ground overlooking the wonderful Luxborough valley with its winding trout stream. Price only 1,700 pounds. Only one snag. It is situated 1,000 feet up, and I'm told that after October one might just as well be at the North Pole. Twice the car's radiator ran dry in the ascent, refilled in the first instance by running downhill astern for two miles to a cattle trough, and in the second case by scrambling down 12,000 leagues of thorny undergrowth to a house whose roof shone like silver below.

Poetry

May I quote Shakespeare's Gonzalo, storm tossed and stricken: "Now would I give a thousand furrows of sea for an acre of barren ground, long heath, brown furze, anything, the wills above be done, but

I would fain die a dry death" unquote. I suggest Mister Gonzalo hunt the above rectory and then should we hear him quote: "Now I would give 10,000 leagues of twisting, winding hill, fifty score acre of spiked thorn, a gross of finest nylon stock, half a dozen torn summer frocks (and my wife's bedraggled Easter bonnet) for a few bottles of water, the wills above be done, but I would fain ride home and not walk." Any offers for a rectory?

I have typed uninterruptedly for ten minutes. I shall probably find my son studying the love habits of the death watch beetles through the strong magnifying glass of Mr. Dale, or strutting on the poop like a peacock with my telescope, or perhaps on the messdeck with the recently born kittens; whatever he is doing is better than peppering my garage with lead shot from the airgun I got him to help with the holidays.

Dear Editor, please forgive the drivell, but you've got to print it in order to cover that lily-white space of paper on page six. We need an Ariel! "All hail, great master! Grave sir, Be't to fly, to swim, to dive into fire, to ride on the curled clouds, to wing thro' your NAVY NEWS with enchanted pen, to thy strong bidding task, Ariel and all his quality."

CALLING ALL 'DEVONIANS'

THE PORTSMOUTH Devonian Society extend to all exiled Devonians a hearty invitation to join their ranks. The Society was formed in 1906 and celebrated its Golden Jubilee last year. It is the oldest County Association in Portsmouth and is still very active. The Society was established with the object of bringing together Devonians residing in Portsmouth and District, by a common County bond of friendship and social or personal acquaintance. As a means to this end, whist drives, dances (old time and modern), socials, outings and such other entertainment to suit the requirement of the members are held throughout the year.

The term "Devonian" for the purpose of the Society includes the following:

- (a) Persons born in Devon.
- (b) Persons of Devonshire parentage on either side.
- (c) Persons who have resided in Devon for ten years.
- (d) Wives or husbands of Devonians.

Persons of either sex with any of the above qualifications are eligible for full membership and will be heartily welcomed by the President and members of the Society.

The annual subscription is small and considered within the means of all, i.e. 2s. per individual member.

There are eight other County Associations in Portsmouth and they all combine to make a strong basis of collective and personal friendships.

These County Associations are worthy of consideration, especially to the Service men who for periods are away from home, for it will ensure that their wives will have someone to take an interest in them, and help wherever possible.

All Devonians considering joining are asked to contact the Hon. Secretary: Mr. E. Facey, 89 Meon Road, Milton, Portsmouth, who will gladly give any further information.

Service ...



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The Navy, Army and Air Force Institutes brings years of experience and tradition to the task of supplying the daily needs of the men and women of Her Majesty's Forces. It is a world-wide organisation belonging equally to every man and woman in the Queen's uniform and dedicated to their interests alone. All over the world, the Forces find NAAFI close at hand—providing anything from a cup of tea to a modern club ...



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Field Gun Crews in Training

KEEP OFF THE GRASS!



Portsmouth Record Training Run

OUR RUNNING times are falling steadily and this month has seen the breaking of all previous Portsmouth training records—with still another month to go before the Royal Tournament.

The Whale Island track record of 3 minutes 38 seconds—set up in May 1954—was broken on March 27, and the all-time Portsmouth training record of 3 minutes 30 seconds set up in R.N.B. in May 1955 went on April 3. We are now aiming for consistency and clean running in the "three twenties"—our fastest time to date being 3.28. For comparison, Devonport's fastest time was 3.42 and Chatham's 3.51. Air Command, of course, have been otherwise engaged in Paris. So, you can see we already

have the substantial lead we intend to maintain.

The Easter leave period has begun—but not for us. We force on with training and the only way in which the leave affects us is that we miss the appreciative audience hitherto provided by the classes after divisions at Whale Island. They did, however, see several spectacular performances before leave, particularly the first 3.30 run which resulted in the P.T.1 being given an involuntary swim in a handy tank—he had been rash enough to state that this target would never be achieved this year. The First Trainer is now risking a swim at 3.25 and the Field Gun Officer at 3.20.

We hope to see many of you in the audience in R.N.B. when we do our public runs—at 1130 on May 1, 1530 on May 15 and 1130 on May 29.

Fleet Air Arm Visits Paris

ON WEDNESDAY April 17, the Fleet Air Arm Field Gun's Crew arrived back at Lee after their very successful seventeen days' visit to Paris. They gave sixteen demonstration display runs at the Palais des Sports where the Franco-British Military Festival was held. Some 150,000 enthusiastic people in all saw the festival. *Le Figaro* reporting on the first night stated that the Naval Field Gun was "Le Clou du Festival." The best run was the last, 3 minutes 45 seconds. The previous best was 3 minutes 53 seconds on the night when the First Sea Lord, Admiral of the Fleet Earl Mountbatten of Burma, K.G., was the Guest of Honour. This was a very creditable show taking into account that the runs were done after eleven o'clock at night, and that there were also matinee performances on five days.

The Queen welcomed

The visit coincided with that of Her Majesty The Queen and the British contingent, some 550 men of the Royal Navy, Army and Royal Air Force Regiment gave Her Majesty three cheers as she passed under the Pont de la Concorde during the Water Festival on the River Seine.

On Friday, April 5, Lieut.-Col. The Hon. M. F. Fitzalan Howard, the British contingent commander, laid a wreath on the Tomb of the Un-

known Soldier at the Arc de Triomphe. This was televised both in England and France, and the crew, although trained for sterner stuff, compared very favourably on parade with the Guards and R.A.F. Regiment Drill Squad. Preceded by the massed pipe bands of the Scots Guards, Royal Scots and Argyle and Sutherland Highlanders the crew led the procession up the Champs Elysees, and also the march past after the ceremony when General Zeller, Governor of Paris, took the salute. P.O. Scott, this year's first trainer had the honour of presenting Lieut.-Col. Howard with the wreath.

Guests of French Navy

The crew were the guests of the French Navy at the Caserne Pepiniere. They were most wonderful hosts and the French cooking was terrific. A visit was paid to the Mayole Variety Theatre which definitely boosted morale! There was no time for much sightseeing but quantities of wine were drunk, and everyone thoroughly enjoyed the first foreign visit that a Field Gun's Crew have made abroad.

After a short rest over Easter, all efforts will be turned towards retaining all those trophies at Earl's Court, and trying to persuade Supply Officer Victualling to put garlic in the tiddies.

Devonport Times Satisfactory

LIKE ALL Commands we underwent the usual trying period before and soon after Christmas, getting volunteers. It is said that this year, the selection tests were particularly strenuous and we trust the value of careful selection will show itself at Earls Court. I understand that the numbers of men volunteering for Devonport Field Gun Crew, were the same as for the other commands, approximately 200.

The Devonport Trainers are: C.P.O. Bridge and C.P.O. Mills. C.P.O. Mills, the second trainer, trained the all successful 1953 crew, which achieved the fastest time at Earls Court, 3 minutes 21.4/5 seconds.

Minor injuries

The weather has been kind to us in the West Country this year, so far, may it long continue. Our training has progressed smoothly, although for the last month we have been held

up by some key numbers being off the pitch through minor injuries. Although this has put a brake on early record making, it has ensured that many more men have been given a chance on the pitch. We like to claim that whatever runs the No. 1 crew are doing under 4 minutes, the No. 2 crew are running slightly over 4 minutes.

We do not attempt to make wonderful claims that we are the best crew Devonport have seen for years. Our running times to date are satisfactory: neither too low to get complacent, nor too high to become troubled. At the same time we have not yet finally decided on the No. 1 crew.

Shortly we go on Easter leave and on our return we shall settle down to the final hard grind before Earl's Court. It's a long struggle, but the crew are in good heart and we shall all attempt to provide a good account of ourselves on behalf of the Plymouth Command.

Chatham Confident

THIS YEAR 120 stalwarts volunteered their brawn for the benefit of Chatham and Service Charities. Training began in earnest in February, and no doubt it was soon discovered that "shoulders to the wheel" was more than just a figure of speech! So far no runs have been made before an audience, but these will be done soon after the Easter leave period—and it is to be hoped that the natural despondency of a return from home and hearth will not affect the throats of our supporters. We are all very confident that by June our team will be more than fit to raise our standard above all others.

Modern Music

A COURSE on contemporary music was held from April 5 to 7 for fifty service personnel from all three forces at St. Antony's College, Oxford. The Oxford University Delegacy for Extramural Studies appointed Mr. Philip Cannon, A.R.C.M., deputy professor of composition at the Royal College of Music to be our guide.

It is almost as impossible, in such a short space, to give a detailed account of this course as it must have seemed to Mr. Cannon to cover such a large subject in such a short time. Mention must be made, however, of two brilliant introductory lectures entitled, "Understanding Contemporary Music," which set the stage and of a very helpful discussion on the merits of contemporary music in which the course joined in. These were illustrated by recorded modern works among the more important of which were Stravinsky's "Symphonie de Psalms" and Britten's "Serenade" for tenor, horn and strings. The lectures were made most agreeable by live recitals of both classical and contemporary music including a song recital by Miss Sophie Wyss who is to sing "Cinq Chansons de Femme" for soprano and harp by Mr. Cannon on May 9 in the Thursday recital on the Home Service of the B.B.C.

Many thanks to Mr. Cannon who made this course the intellectual and social success it was, to Mr. Lucas of New College who shepherded us at all times and to St. Antony's College who catered so well for our more material needs.

D. B. Read
Inst.-Lieut., R.N.



The Cury Hunt met at Cudrose on March 23, and a most amusing scene was witnessed. During the serving of the traditional hot rum from the Stirrup Cup, one of the hounds caught the scent, and jumped on to the table to lap at the drinks

Letters to the Editor

DEAR SIR,

Please find subscription for next 12 months.

Do you remember the A.3 submarine being lost off Cawsand Bay with all hands in 1911? The Royal Navy selected a team to play Plymouth Argyle, the proceeds to go to the dependants. I was the goalkeeper, and I wonder if any of the team are still going strong. Also if any of the 1913-14 Royal Navy Team v. Army are still going strong. I kept goal for the Navy, and the right back was one of the Accountant Branch called Squibb from Portsmouth.

I was looking at the photograph of the R.N. team the other day and I wondered if any of them were alive.

Yours faithfully,
D. BRUNT,
Lieut., R.N. (ret.).

DEAR SIR,

I got your address from the Austrian Association for Disabled Servicemen (Osterreichischer Kriegsoffiziersverband), of which I am a member since 1918.

I have been a disabled ex-Serviceman for 40 years now. My left leg was

amputated, and other complaints appeared in the course of time. In 1934 I got a wheeled chair from the Government and I may keep it for the rest of my life. Since autumn 1956 I am suffering from a sort of general sickness, my only diversion being the stamp collection, containing all possible sorts of stamps from all over the world. So I would be very obliged to you if there was any possibility to publish the following advertisement (or a similar one) in your paper, gratis.

Easter wish of an Austrian disabled ex-Serviceman!

Please don't throw away used stamps! Kindly send them to Josef Jellinek, Baden b/Wien, Rainerring 11, Nieder Osterreich.

Each of your stamps will do! I think this ad will be a great success as I wrote a similar letter to the German association for disabled ex-Servicemen and my petition was granted.

May I thank you in advance for your kindness and I beg to remain,
Dear Sirs,
Yours truly,

JOSEF JELLINEK



How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.

Which will you take?

I'm going for the pension because there's another valuable right with it. I can get a cash advance straight away for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

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Neptune's Scrap-book

I.S.B.A. Championships were held in the Gymnasium at Portsmouth on April 10 and 11. For the first time, the finals were televised. Although the Royal Navy could not produce a champion this year, some fine bouts were seen.

Plymouth and South-Western Units, R.N.V.S.R., recently held their annual general meeting, which was well attended. The Unit programme for the past year was a full, interesting and useful one. Several members of the Unit have been allocated appointments to the recently formed R.N.V.R. (H). R.N.V.R. and R.N.R. officers wishing to know details of the Unit with a view to membership should write to the Hon. Secretary, Lieut. A. Laxton, R.N.V.R., 33 Derry Avenue, Plymouth.

The City of Birmingham and District Royal Naval Association, whose headquarters are at the Crown Hotel (Cutlers) Hill Street, and whose meetings are held on the last Friday in each month at 7.45, has asked us to state that social gatherings are arranged at frequent intervals, and that serving and past members of the Royal Navy who are interested can apply for particulars of membership from the Hon. Secretary, L. A. Reynolds, 86 Scribers Lane, Hall Green, Birmingham, 29.

We have heard from the Hon. Secretary of the Harwich Naval Force Association (membership of which is strictly confined to men of the 1914-18 War) that there is a public coach to Harwich every Sunday during the summer, leaving King's Cross at 9 a.m. For those visiting Harwich on June 16, this coach trip is just the answer.

At the Inter-Services Cross-Country Championships at H.M.S. Dryad, the first nine runners broke the course record. The Royal Air Force were first with 37 points, the Army second with 53 points, and the Royal Navy third with 97 points. The individual winner, who led all the way, was Cpl. B. Heatley, of the Royal Army Veterinary Corps, in 37 min. 12 sec. E. Art. T. Joyce, the previous holder of the

course record of 38 min. 46 sec., was third in 37 min. 59 sec.

Chief Officer E. Hill, Director of the Women's Royal Australian Naval Service since March, 1956, must be the most-travelled member of the W.R.N.S. Chief Officer Hill, who comes from Deal, Kent, has already flown more than 25,000 miles in the course of her duties. The daughter of a lieutenant-colonel in the Royal Marines, Chief Officer Hill has a link with that Corps in Australia, where General Sir Dallas Brooks, K.C.B., K.C.M.G., D.S.O., R.M., her Commanding Officer when she served with the Royal Marines at Chatham in 1945, is now Governor of Victoria.

The Home Air Command Bambara Trophy Competition for boxing was held at R.N.A.S. Bramcote on March 19, 20 and 21. Although the number of entries was not as great as in previous years, some fine boxing spirit was displayed. R.N. Air Station Culdrose was placed first with 28 points, Lossiemouth second with 17 and Bramcote third with 14 points.

Capt. A. A. F. Talbot has been appointed as Commodore of the Royal Naval Barracks, Portsmouth, in succession to Commodore J. Y. Thompson. The change-over will take place on June 28, 1957.

It has been decided that all warships shall now have their pendant numbers conspicuously displayed. They are to be painted on the hulls of cruisers and other ships, and on the bridge superstructure of aircraft carriers.

Rear Admiral B. Bryant, one of Britain's most distinguished submarine commanders, was placed on the retired list as from April 1.

The annual naval memorial service at sea off Spurn, Hull, will be held on Whit-Sunday, June 9. The memorial service, which is organized by the

Federation of Yorkshire Naval Associations, is not restricted to Federation members. Arrangements have been made for the steamer Wingfield Castle, carrying 800 persons, to leave Corporation Pier, Hull, at 2.30 p.m., proceed to Spurn for the service at 4.30 p.m., arriving back at the Pier at 7.30 p.m. The Lord Mayor and Lady Mayoress will accompany the party, and the officiating clergy will be the Rev. H. I. Clutterbuck, M.A., R.N., Chaplain of H.M.S. Ceres; and the Rev. R. G. Robinson, of St. Aidan's, the Lord Mayor's Chaplain. During the service, floral tributes will be "cast" on the water. The cost of the special boat ticket is 7s. 6d. for an adult, and 4s. for children under 15 years. Full particulars may be obtained by writing to the Hon. Secretary, Federation of the Yorkshire Naval Association, 6 Vesper Walk, Kirkstall, Leeds 5, Yorks.

Chief Petty Officer S. Johnson, of the Royal Naval Barracks, Portsmouth, won the Royal Naval Sabre Championship held at the School of Physical Training, Portsmouth.

No compensation will be paid to the 32,000 men recently released by the Admiralty from their Royal Fleet Reserve engagement.

Mayflower II.—"We will do our best on a simple passage at a good time of the year, with a good crew, with a good ship, and that is all there is to it." So says Alan Villiers, who is sailing the second Mayflower across the Atlantic. Commander Villiers takes with him on his voyage all the good wishes of those men whose blood surges at the sight of the rolling ocean, and who wish him well on this second voyage of exploration—not an exploration in the truest sense of the word, but a voyage of exploration in this twentieth century by men who, with twentieth-century knowledge, are endeavouring to cross the Atlantic with sixteenth-century equipment.

On Sunday, April 7, the Culdrose Choir, under the direction of Lieut. A. D. Hewlett, R.N., gave a performance of "The Passion of Christ" by Arthur Somervell, at the Helston Parish Church. The main solos were sung by Inst. Lieut.-Cdr. F. J. McEwing and Lieut. K. D. Clitherow, and the arias by C.P.O. P. Thorpe, C.P.O. P. Howell, Wren Judy Hamlett and Wren Anne Wilson. They all gave first-class renderings of Somervell's beautiful music. This was an ambitious project, and three or four months' hard work by all concerned produced a most successful and enjoyable performance.

Queen Elizabeth The Queen Mother is to unveil a B.E.F. Memorial in Dunkirk on June 29. In 1940, Portsmouth and other coastal towns sent small craft to Dunkirk to evacuate the British troops. A representative from each of these towns will attend the unveiling ceremony.

Zeebrugge, 1918.—The Mayor of Dover struck Eight Bells on the Zeebrugge Memorial Bell, Dover, on St. George's Day. The Bell originally hung on the Zeebrugge Mole. Those present included Admiral Sir John Edelman, G.C.B., G.C.V.O., C.B.E., Capt. D. F. Chilton, D.S.C., R.N. (representing C-in-C, The Nore) and Colonel B. J. D. Lumsden, O.B.E. (Commandant, Royal Marines, Deal). The late Admiral of the Fleet Lord Keyes is amongst those buried there, so Lord and Lady Keyes attended. Buglers of the Royal Marines, Deal, sounded the "Last Post" and "Reveille" at the Service of Remembrance, which was conducted by the Rev. A. S. Cooper. Wreaths were laid from the Commander-in-Chief, Officers and Ratings of the Nore Command, the Royal Marines Depot (Deal), Officers and Ranks of Dover Garrison, local Service and ex-Service Organizations.

I'm sure our readers will wish to join with the Editor and staff in congratulating Lieut. George Deakins, of "Tramps Abroad," on his being "hung" in the Paris Salon for the third successive year. And we also wish him success in his coming "one-man" show at the West End Medici Galleries on July 1 which will be running for two weeks. Lieut. Deakins started painting from scratch in 1942 and is completely self-taught. His particular technique of palette knife painting is unique. His impressionistic style might perhaps be recognised in the delightful monthly drawings which we are fortunate to receive for NAVY NEWS.

Home Air Command Drama Festival, 1957

Bambara Trophy Won by Culdrose

THE HOME Air Command's Drama Festival took place between March 1 and 29. Once again the Bambara Trophy was won by the Culdrose Theatre Group with their production of "And So To Bed." The marks awarded allowed no doubt as to the superiority of this production, and the Group is to be congratulated on a splendid achievement. Judging by the narrow range of marks there was little to choose between the productions by other stations.

The adjudicator this year was Mr. John Warrington, of the B.B.C., best known perhaps as the producer of "The Grove Family." As a wartime fighter and bomber pilot in the R.A.F., we were particularly pleased to welcome him to the Home Air Command. His constructive and useful criticisms, based on years of personal theatrical experience, were gratefully received by all concerned and will no doubt be put to good use in improving an already generally competent standard in future productions.

During the course of the Festival, it is of interest that Mr. Warrington travelled by rail and air a distance of more than 3,500 miles. During the

middle of the Festival he also had to arrange a special performance of his TV show for Her Majesty The Queen Mother, necessitating additional journeys between Bramcote, Stretton and London.

The plays performed in the order of merit were: 1. Culdrose, "And So To Bed." 2. Lossiemouth, "The Man Who Came To Dinner." 3. Bramcote, "Dead On Nine." 4. Eglinton, "Dead on Nine." 5. Lee-on-Solent, "Someone Waiting." 6. Stretton, "The Flashing Stream." 7. Arbroath, "Simon and Laura." 7. Yeovilton, "Haul For The Shore." 9. Ariel, "An Inspector Calls." 10. Abbotsinch, "Off The Record." 11. Ford, "The Perfect Alibi."

'And So To Bed'

THIS PERIOD play by J. B. Fagan has all the consequent difficulties of transmitting to the audience the language, the sense of humour, the mannerisms, the musical tastes and the costumes of the seventeenth century. The play depends for its success mainly upon the characters of Samuel Pepys, Mrs. Pepys, Mrs. Knight, Pelham Humphrey and King Charles II.

The play was well received by the audience; its humour was appreciated and the musical pieces, in which some of the actors displayed considerable talents on the flageolet and flute, were deservedly applauded.

The adjudicator, complimented the producer, Instructor Lieut.-Cdr. F. McEwing, upon a very good production, upon his sense of timing, and upon the way in which he controlled his characters. The stage manager, Mr. Bob Lansdowne, was also praised for his efforts in achieving such desired results. Lieut. K. Clitherow, who played the long and arduous part of Samuel Pepys received special mention for an excellent performance. L/Wren P. Chadwick, who played Mrs. Pepys, was complimented upon her controlled performance and upon her ability to let herself go in the more explosive moments of her role.



Lieut. K. Clitherow as Mr. Pepys

It was said of Third Officer J. Pye, in the part of Mrs. Knight, that she was very convincing in the way in which she lured on Mr. Pepys in his amorous advances. Lieut. A. Hewlett, as Pelham Humphrey, was described as a very polished and confident actor who gave a vivid picture of the foppish young English gentleman of the period. King Charles II, played by Lieut.-Cdr. C. Rushbridge, performed very soundly, while in the minor roles Producers (L./Tel. G. Bland) and the Watchman (L./R.E.M. Norman Hurst) received special mention.

"NAVY DAYS"

As previously announced, "Navy Days" at south coast Naval ports at Easter and Whitsun have been cancelled because of the petrol shortage. "Navy Days" are, however, planned to take place as usual at Chatham, Portsmouth and Plymouth during the August Bank Holiday period.



Wren S. Hurst as Mrs. Knepp and Third Officer A. Mumby as Mrs. Pierce

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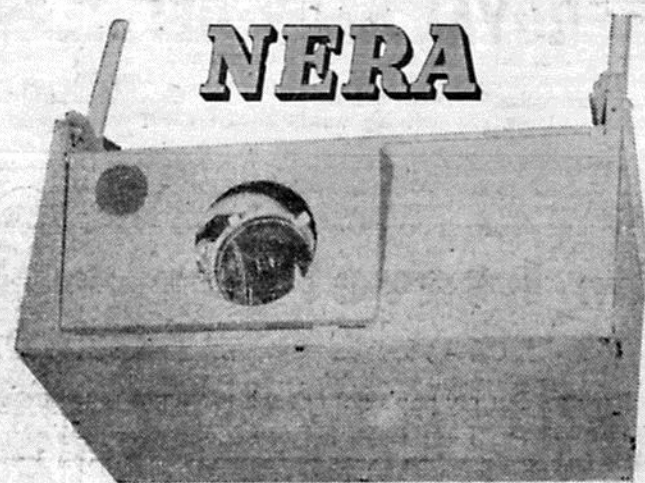
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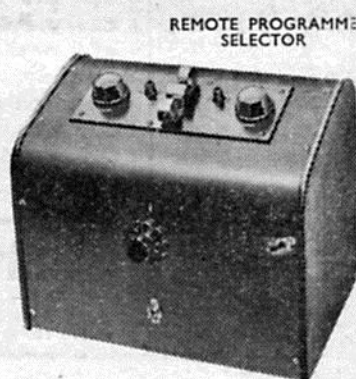
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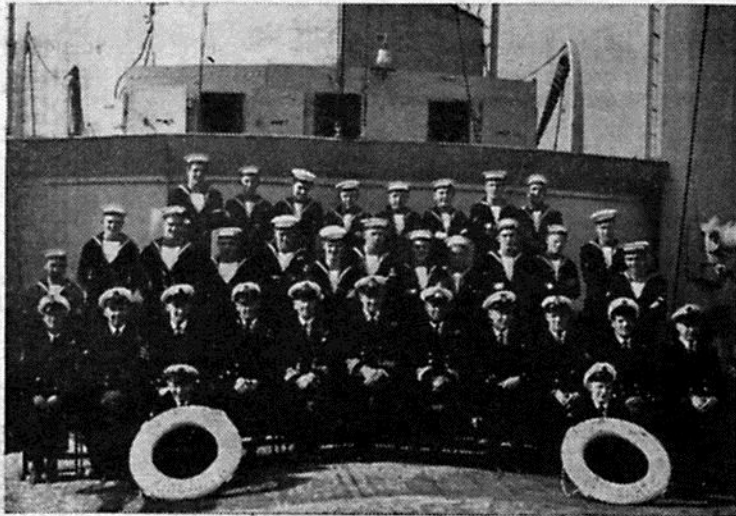
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COMMAND NEWS

Last Salvage Vessel to Leave Canal

H.M.S. KINGARTH TELLS HER OWN STORY

ON AUGUST 28, after a few recalls from leave, the main party of the ship's company, together with other "Suez crisis crews," flew from Blackbushe Airport for the land of bells, smells and Straight Street. After a couple of days in Ricasoli we commissioned Kingarth with the usual ceremony on September 1, with a small rider on the bottom of the commissioning order from C-in-C. Mediterranean, that the ship was to be brought into full commission as soon as possible. The ship had then been six years in reserve.



Officers and Ship's Company

Photo—E. V. Bosco, Malta

To only a few of us the ship was nothing new but to the majority it was the most extraordinary ship we had ever seen, with her twin king-posts and derricks, large hold and salvage horns on the bow. The crew was larger than the accommodation, which proved to be a bit uncomfortable but nevertheless had to be borne irrespective of the "drips" on the messdeck.

"Flashing Up"

From the seamen's point of view the storing of the ship and sorting out of the working parts was straightforward, but the engine room department had some difficulties and at 0200 the first night after "flashing up" found a fire in the funnel instead of the boiler. The Dockyard Fire Brigade and the Fire Float arrived five minutes after the alarm and hosed gallon upon gallon of water at the funnel, at the same time filling up the bridge awning, before the "Buffer" could say to anyone "Go and cut the lashings," the awning stanchions just couldn't take the weight any more and bowed their heads to the deck. The second attempt at "flashing up" was successful and we were then able to carry out a couple of more days' trials we went how much we could get out of her, our maximum speed came to the fabulous knottage of 7.8. After a couple of more days trials we went for a "cruise" to Tripoli with H.M.S. Salvator in company.

After a few weeks of hanging around Malta they decided to send us to Tobruk to carry part of a 2nd class mooring that H.M.B.D.V. Barhill was to lay. After a week's work loading 13 lengths of mooring cable and the buoy, we learnt on the following Monday morning that we had to unload it all again and prepare to go on "exercise" (?) with the Fleet. Unloading took us only eight hours and Tuesday was spent taking on explosives and other salvage stores.

In Convoy

0200 Wednesday, October 31, found us slipping from our berth at the Boom Defence Depot at Marsa. It was pretty dark with the ship darkened and no lights to be seen, after steaming a few hours out of Grand Harbour and when first light appeared the "lookout" discovered a dark shape ahead and a little while later some more shapes around us to discover, on enquiring, that we were in the middle of an assembly of ships that were to form a convoy. After steaming for two days in an easterly direction we received the signal that those in the convoy will know so well: "You are now about to carry out the duties for which you have been trained, etc."

On November 6 we arrived off Port Said and early on the 7th we entered the harbour and secured alongside H.M.S. Dalrymple to be the first Coastal Salvage Vessel in Port Said. On the 8th we moved on to No. 3 Wreck (15 tons crane) and so began the job of clearing the Canal. No. 3 Wreck proved to be more difficult than was first thought and took nine days before we could parbuckle it upright and cut off the top half of the crane and so help to make a 25 ft. deep channel. We had, in the meantime, spent about three days assisting L.Cs. 10 and 11 to raise and move No. 8 Wreck (Hopper, Triton).

Our next job was No. 19a Wreck (Tug, Barq). With the aid of R.F.A. Succour we were required to move the wreck from the area adjacent to Navy House to give plenty of manoeuvring space to the large ships secured in the vicinity. This job took only one day.

"Civvies"

On December 19, of course, we were issued with our "Civvies" like everyone else who it was anticipated would be remaining behind as part of the United Nations Salvage Fleet. And on December 23, U.K.S.U. was inaugurated.

Before December 22, the British and French withdrawal, we had already worked on and assisted with three wrecks amounting to a total of 1,700 tons.

After remaining in the reserved area over Christmas and having a "Grandstand" view of the blowing up of the de Lesseps Statue and removing the Union Jack from a "Well Greased Pole." We recommenced work and moved on to No. 17 Wreck (Tug Hercule, 1,200 tons) with the French chartered L.C.T.525 on New Year's Eve, the day being spent positioning ourselves and surveying the wreck. The Egyptians gave us a time limit of twenty days to lift the wreck. Whilst the "Camels" were being positioned we again moved alongside L.Cs. 10 and 11 to assist them in moving No. 1 Wreck (150 ton crane) to the "Graveyard." We then went back to No. 17 Wreck and after seventeen days we managed to move it out of the main channel to alongside the Canal Company building, where we then prepared to lift it completely but the three days left to us were not enough owing to unforeseen snags, and we were granted a further extension of three days. On our last day amidst great excitement we managed to get most of the wreck above water. Whilst we were at dinner the two 9 in. wire strops that were passed from us under the bow of the wreck to R.F.A. Kinbrace parted and No. 17 Wreck slid once more to the bottom, at the same time

ducking three people who were surveying the best position for placing pumps for the final operation of pumping out. After so many long hours of exhausting and gruelling work it was a great disappointment not being allowed to complete the salvage.

Last to Leave

A few days later, January 23, the Egyptians no longer wishing the U.K.S.U. to remain in Port Said, we sailed for Malta, being, incidentally, the last salvage vessel to leave the Canal area.

All told the number of wrecks Kingarth worked on and assisted with totalled five with an aggregate tonnage of 4,000.

On the way back to Malta we called in at Tobruk to a hard earned "run ashore" (having been three months without shore leave) and by all accounts the Garrison canteen was all but wrecked as the whole ship's company, except those of us who were duty (five), were up there letting off our "three months' steam." After twenty-four hours we were under way again and into the teeth of a gale which is not a pleasant experience in a ship of this size. We arrived in Malta on January 31. For fifteen days we were let loose on Malta (after working hours) mainly Straight Street and the Cardiff Bar (near Marsa Creek), where the "Battles of Savage Salvage" were retold, rehearsed and became unrecognisable!

Apparently we hadn't worked hard enough at Port Said and on February 15 we were sent back to Tobruk to complete the job for which we had prepared before the "Suez Crisis." We took H.M.B.D.V. Barhill in tow, sharing the equipment between us.

March 14, 1957. Two days out from Tobruk. We are now on our way back to Malta, to "Paying Off," and a "Flight No. to U.K." and we think SOME well deserved and hard earned LEAVE.

PORTSMOUTH COMMAND SAILING ASSOCIATION

A MOST successful evening was held at the Nuffield U.S. Officers' Club on Monday, March 25, when the spring annual general meeting was attended by about seventy members.

After the agenda had been dealt with members returned to the snack bar. They then returned to the Badminton Lounge for a most interesting talk by the Glanville "turns" on "Sailing to Win," in which a great wealth of detail on pre-race preparations and racing methods and tactics were illustrated by many beautiful colour slides taken by the brothers.

The season's programme allows for races for dinghies and whalers starting on Wednesday, May 1, and for "Victory" class on Thursday, May 2.

Apart from the Royal Yachting Association's list of fixtures for the season which begins for yachts in April, the P.C.S.A.'s first event for Windfalls is the first Monarch Bowl race of the season on Wednesday, May 22.

Royal Naval Sailing Association Rally and Regatta

The yacht Brunette mentioned at the annual general meeting of the P.C.S.A. has been found not to be in suitable condition to be taken on by the Portsmouth branch of the R.N.S.A. as planned. She is being offered to an establishment on free loan.

The R.N.S.A. Rally has been fixed for June 29-30 at Yarmouth, I.O.W. Owing to the kindness of the Royal Solent Yacht Club, facilities ashore in their clubhouse at Yarmouth are being extended to R.N.S.A. members. Hurry up and make your arrangements as billets in yachts are rapidly filling up for this popular event. If you are skipping a boat, inform Lieut.-Cdr. Tucker of H.M.S. Vanguard, the cruising secretary. He also may be able to help you with crewing billets.

Regatta

The R.N.S.A. (Portsmouth) regatta is being held from the signal station of the Royal Albert Yacht Club, Southsea on Saturday, July 20, followed by the Royal Albert Yacht Club regatta on the Sunday.

Presentation of Malayan Kris to 848 Squadron

Ceremony at Lee-on-Solent



High Commissioner for Malaya and the Flag Officer Air (Home)

AT A SPECIAL parade at R.N. Air Station, Lee-on-Solent, on Monday, April 8, 1957, the Flag Officer Malayan Area, Rear-Admiral G. A. Thring, D.S.O., on behalf of the Chief Minister of the Federation of Malaya, presented a Silver Kris to No. 848 Naval Air Squadron.

The presentation was made in appreciation of the many and varied services performed by the squadron in Malaya in operations from 1953 to 1956.

The all-embracing work of the squadron has involved lifting thousands of troops engaged in the anti-bandit campaign, moving them in minutes distances that would have taken days through the thick jungles.

Another important aspect of their activities has been the evacuation of casualties, picking up wounded men from clearings in order that they should receive the speediest hospital

treatment. The transport of V.I.Ps, tractors, tracker dogs, explosives and stores has also been undertaken, while the dropping of leaflets has been another task for the maids-of-all-work Whirlwind helicopters with which the unit was equipped.

Lieut.-Cdr. D. T. J. Stanley, M.B.E., D.F.C., R.N., received the trophy on behalf of the Squadron of which twenty-five representatives were present.

The presentation was witnessed by the High Commissioner for Malaya and the Flag Officer Air (Home).

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Life in the Fishery Protection Squadron

H.M.S. WAVE'S PATROLS OFF ICELAND AND NORTHERN IRELAND

H.M.S. WAVE, a 1,100 ton Algerine Class Minesweeper, has been the Leader of the Fifth Fishery Protection Squadron since December 3, 1956, when, after four years in reserve she was re-commissioned.

After a salvage job off the Chesil Beach (we each hope for a little rebate one day), Christmas leave and work-up with the Squadron at Portland, sailed for Northern Patrol on January 22, calling at Aberdeen en route. On January 30, when some four hours out of Aberdeen, Wave answered a distress call from the Grimsby trawler Northern Sceptre which had run short of fuel after eight days steaming into head gales between Bear Island and the U.K. We went alongside under the lee of Kinnairds Head—blowing Force 8 at the time—and successfully transferred 38 tons of fuel, thereby enabling Northern Sceptre to return to her home port.

We had more than our fair share of dirty weather during our Icelandic patrol, meeting a Force 11 storm on one occasion and being hove to for forty-eight on another. However, it did not take us long to grow our shellbacks and we took a pride in "mess-deck rounds as usual" while hove to off the south of Iceland.

Wonderful Sport

On February 15 we quitted the storm-ridden, iron-bound coasts of Iceland for Northern Norway, arriving at Harstad on the 18th. For the National Service men on board and those making their first visit to the fjords of Northern Norway the scenery we were privileged to see will never be forgotten and the hospitality offered to the ship's company ashore matched the splendour of the surroundings. Many were able to enjoy the thrills of overland and down-hill skiing on skis lent by the Norwegian Navy based at Harstad. Fortunately there were no broken bones, though there was a surfeit of bruises, sprains and minor injuries. Ski-ing is a wonderful sport—being one long lark from the moment of first collapse, which takes place immediately you've strapped on a pair of skis for the first time!

The days in Harstad were followed by busy days at sea for the doctor who visited, in the whaler, several trawlers on the Malangen Banks. Broken fingers, a dislocated shoulder

and infected wounds of various types were all treated. The "fee," voluntarily subscribed by the various trawler skippers, is always fish, straight from the sea and of a freshness never tasted by the landmen in U.K. Fillets of halibut, plaice and cod—with hard and soft roes for savoury and the epicures—simplified the task of the mess caterers!

At Tromsø, the largest of the North Norwegian towns, we were again given a good welcome and spent a few enjoyable days there.



The Doctor (Surg. Lieut. J. B. Foster, R.N.V.R.) embarking in whaler

The facilities for ski-ing on the island rival those of Harstad and our skill (so we thought!) had so increased that a down-hill race was organised for the ship's company. Apart from the Captain, who did not find it necessary to fall at all, A.B. Barratt negotiated the hills and various obstacles with less tumbles and in shorter time than the remainder and was therefore presented with the special trophy by Mrs. Crawford, wife of Her Britannic Majesty's Consul. One or two more adventurous members of the ship's company spent an afternoon on the cross-country course and were able, from the summit of the island, to see all that remains of the Pocket Battleship Tirpitz, as she

lies, upturned in the waters of the fjord half eroded by the drills and cutters of the salvage parties.

Great Demand

Out from Tromsø on February 26 we were again in great demand by the trawlers. Some dental and orthopaedic surgery (broken bones to you) and advice on R/T to the German trawler Hoff, kept the doctor busy again and the plumbers and electricians were able to visit a couple of trawlers, one with a defective winch and the other with an unserviceable steering indicator.

The assistance we give to trawlers can be of significant financial assist-

SUBMARINE COMMAND

The Chaser Base

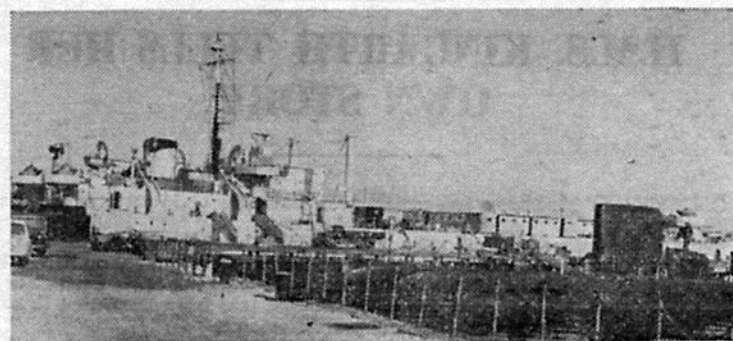


Photo: H.M. U.D.E., Portland

H.M.S. Chaser and Submarine

ON CHRISTMAS Day, 1956, H.M.S. Chaser, alongside at Portland, made a last protest at her enforced metamorphosis from an L.S.T. to a submarine support ship. In a high wind her breast-ropes parted, and only the timely dropping of her port anchor saved her from drifting across the harbour on to the beach. Prophetically, perhaps, that anchor is still on the bottom, although another chain cable now secures her to Portland "Q" Jetty.

Chaser—built as L.S.T. 3029—was brought forward from Reserve in 1951 to serve as a living ship for the crews of inshore minesweepers. An Admiralty letter of this period states that "... in making L.S.T. (3) 3069 available for this commitment, sight must not be lost of the primary wartime role for which the ship was built. ..." In other words, Chaser went into the hotel business half heartedly, as an amateur.

Submarine Support Ship

Now, however, she is a professional, commissioning last November under Cdr. R. W. Garson, Chaser began a period of full-blooded conversion into a submarine support ship. She aims to provide four submarines and two "X"-craft with all the base facilities normally furnished by such stalwarts of the trade as Maidstone, Forth and Adamant. (H.M.S. Dolphin assists her in this role and the Captain (S/M), Fifth Submarine Squadron, administers the unit as a whole.)

Chaser's workshops are now well laid out, the forward end of the original tank deck being utilised for this purpose. The work which can be handled compares very favourably with that of the larger depot ships and more than caters for the day-to-day problems and needs of the submarines.

Rest and Recreation

Important as mechanical efficiency and assistance is to a running submarine nothing is so vital to her life as proper rest and recreational facilities for their crews when not at sea. It is in this respect that Chaser's advent was most welcome. When Maidstone absconded to a higher plane (to be Home Fleet Flagship) the crews of Auriga, Solent, Selene, Sleuth and the "X"-craft were left without service accommodation at Portland. It is in satisfying this need that Chaser's role as an hotel is vital, and no effort has been spared to fit her for it.

Most of her vast tank deck has been converted into one of the largest floating messdecks in the Royal Navy,

fortunately undamaged; the plant returned to 50 per cent efficiency; it would have been back to 100 per cent had not 50 feet of a water supply pipe (specially made in Czechoslovakia) high up the mountain been carried away.

Wave returned to Port Edgar on March 7, and after attending at a couple of inspections of other Algerines of the Squadron (it's more fun watching than taking part) returned to Pompey for leave on the 29th, but not before fortuitously wiping the eye of a concourse of ships that had been searching in the fog for the wreckage of two Wyverns that had crashed off the Ower—no survivors unfortunately.

A stimulating trip, with a dozen trawlers helped out of some sort of trouble and several other noteworthy incidents in the scrapbook—but all part of the pattern of life in the Fishery Protection Squadron.

and the conversion has been achieved with considerable imagination. Athwartships blocks of new pattern kit lockers separate spacious individual messes which are flanked on the fore and after bulkheads by two-tier bunks. So far the ship has three television sets as well as a table tennis table, many dartboards and other indoor games equipment, but not, as yet, a billiards table. The latter suggestion was mooted recently but turned down on technical grounds!

In order to improve the existing officers' accommodation full use has been made of box-like contraptions called "Mobile Insert Bodies." These have been fitted out on the upper deck and what can only be described as a "pre-fab" village has arisen. Fitted out as single cabins and in some cases as bathrooms these bodies provide excellent accommodation even if intimately referred to as the "Horse Boxes."

With the conversion complete Chaser carries out a role at Portland which is both efficient and economical. There are, of course, many duties carried out by large depot ships which are beyond her capacity but within limits she is self-contained.

Chaser has now passed her Submarine Training Class and the cry is: "Huntsman rest! thy Chaser is done." (After Sir Walter Scott.)

PLUS CA CHANGE...

The other day your correspondent came across the following paragraph:

"It is interesting to record at this point the method of laying up ships then in vogue. Haslar Creek being largely used for this. The ships were stripped of guns, stores, masts, and rigging and a wooden roof was built over the whole of the upper deck. The ships were then moored up in groups with a few elderly shell-backs for care and maintenance. This, though economical of manpower, would hardly commend itself to modern practice."

SUBMARINE

MEMORIAL CHAPEL

THE MANY people who are familiar with the Submarine Memorial Chapel at Fort Blockhouse will notice a considerable change upon their next visit. This little chapel was built on the walls of the North Bastion in 1917 and underwent its only major alteration in 1929. Since the last war many gifts have been presented and have been incorporated as they were received. Now that the chapel is forty years old a certain amount of refitting is required and the opportunity has been taken to redecorate it in order to produce a chapel even more worthy of the men it commemorates.

The alterations are now in progress under the direction of Major R. Hammond who is well known for his work in this field. Emphasis is being placed on a "Naval Note," particularly in the hangings of the altar, which are to be in the Naval colours of blue and gold. The cost of redecoration has been borne by private contributions from submariners, past and present, and their relatives.

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Ships of the Home Fleet at Cadiz

SIX DAY VISIT

BEFORE RETURNING home from Gibraltar for Easter leave, the Home Fleet flagship, H.M.S. Maidstone, with the frigates H.M.S. Ulysses and H.M.S. Urania, and the submarines Subtle and Springer of the Second Submarine Squadron, paid a six-day visit to Cadiz, where Sir Francis Drake, in 1587, carried out his celebrated singeing of the King of Spain's beard.

In Cadiz, the old and the new are inseparable companions; the former being particularly predominant. Everywhere buildings, built at the time of the Armada, are crumbling into ruin; others are taking their places but, in spite of the absence of frost, many of them are in need of repair. The once magnificent cathedral is also in the same condition, but its dominating appearance is a strong reminder to those whose religion it embraces.

Unfortunately, little can be said in favour of Cadiz's streets; bad sanitation has resulted in the roads becoming quagmires, and the resultant odour which permeates the streets is a constant and unpleasant indication of the need for improvement. Its victims are the numerous children who, with their familiar cry of "una peseta," are a delightful but poignant feature; but, whatever its shortcomings, Cadiz leaves one with the impression of a gay and carefree town.

The Wines of the City

For "Jolly Jack" Cadiz offers an unlimited variety of bars: The Moderno, Hamburg, and Pay-Pay (forewarned is forearmed!), were, for the more sober-minded, comparatively quiet drinking spots, more than likely just the first progressive step towards the "morning after" feeling! Wines, being the natural produce of Spain, were cheap, but beer, which is mostly imported, was dear. It was, therefore, the wines which attracted the greater attention, both for those partaking and for those with friends at home who appreciated its pleasant company.

Oloroso, Amontillado, Fino, and many others with their prefixes seco, dulce, tinto, and blanco, were duly drunk, by some appreciatively and others abusively, according to taste.

A great deal of fun was had by many, particularly the younger ones, transporting themselves around the town in buggies. It was not uncommon to see donkeys, which are the principal "horse-power" of haulage on Spain's roads, vintage cars, their gleaming, shiny modern counterparts, and trams, all competing with one another for the right of way. Such is Spain's method of dealing with traffic problems.

Several hundred of the ship's companies were able to visit the world-famous "bodegas" or wine cellars around nearby Jerez (pronounced Hereth), from which sherry, named after the town, is exported all over the world. Few of them can ever have seen so much drink before, or even dreamed it existed, piled up as it was in huge barrels rising four-deep to the roof. A popular feature of these tours was the free issue of up to two half-bottles of sherry or Spanish brandy per man by their hosts on leaving the bodegas, and the very generous "sippers" granted all round during the tours. The more ambitious tourists were able to visit Seville, about a hundred miles away by road, which is renowned for its cathedral, Alcazar palace, and oranges. Its Moorish architecture gives it a strangely exotic appearance.

Many members of the ships' companies took advantage of the wonderful Victoria beach, which is littoral to Cadiz. There they could either lounge in the sun or bathe in the breaking rollers of the surf; swimming was really an impracticable feat to attempt. "Beware of the tide!" was a maxim which many sunbathers ignored, much to their surprised consternation on being rudely awakened by an unexpected wave. Cadiz harbour is subject to a tidal rise and fall of thirteen and a half feet, due to the shape of the peninsular.

Soccer Match

Playing very gallantly, the Home Fleet soccer team went down fighting to the "Pick of Cadiz," 6-0. Considering that they were up against an all-professional team, they acquitted themselves well and there were no complaints, though the locals had obviously had instructions not to take more than six off us.

Besides the inevitable soccer match, a simultaneous hockey match had

been arranged. A somewhat surprised eleven, complete with gear, reached the appointed place at the appointed time, to be greeted by five men with roller-skates on a roller-skating rink. Nothing daunted, though skateless, five volunteers set about their hosts, and achieved the honourable result of a 6-13 defeat.

Children's Party

Much local goodwill was earned by a children's party, arranged on board H.M.S. Maidstone, in traditional lavish style, for the orphans of Cadiz; and a display of Highland music and dancing, given by some Seaforth Highlanders embarked as passengers in the frigates, proved popular.

As usual, the Royal Marine Band was greatly appreciated and given an enthusiastic welcome.

At the end of their stay our ships nosed their way out to sea, and sailed back to Gib. Two days later we were exercising at sea and on our way home.

H.M.S. VERNON

THE MOTOR mowers are cutting their way across the lawns, the smell of the grass and flowers, mixed with the subtle scent of shale oil, pervades the academic atmosphere of the classrooms, the groundsman is busy covering the scars of the soccer field with new-cut turves, and spring has come again.

Tremendous activity is apparent around the whalers and skiffs as they are prepared for the sailing season; Sea Otter, refreshed after her period in the hands of the refitters, is on her way back to the fold, and the "Victories" are straining at their ropes. Enthusiasts are urged to don their flannels and pads; the First Lieutenant is smiling, the sun is shining and the builders make good progress—what more could one ask?

Vernon's rifle and pistol teams have done very well in the various competitions, and indeed, Lieut. Orr has distinguished himself in both these fields. He won the individual prize at the Command meeting and received the accolade of Command Rifle Champion. He also won the National Small-Bore Rifle Association Medal when he produced a possible score at the March meeting. He has dropped only seven points in twenty-three matches and scored a possible 400 points in the cities and boroughs when he shot for Portsmouth. Such a list of achievements cannot go unrecognised by his own ship. Well done, indeed!

SUBMARINE O.C.A.

North East Branch

THE FORMATION of the North East Branch, S.O.C.A., was mainly due to the effort of Mr. B. Cranmer and the publicity afforded by local newspaper editors in the north east. The first meeting was held in the Bridge Hotel, Newcastle, on October 30, 1952, with a membership of thirty-seven.

Mr. F. J. Townsend, Commissioned Tel., R.N. (Retd.), was elected chairman.

Mr. B. J. Cranmer was elected secretary / treasurer. Subsequently, Rear-Admiral G. W. C. Simpson, C.B.E., R.N., accepted the presidency of the branch and Lieut.-Cdr. Lakin, D.S.O., the vice-presidency.

The membership has now risen to around the 100 mark, which is excellent, considering some members live as far south as Darlington and north to Berwick. Social meetings are held on the last Thursday of each month at the Hotspur Hotel, Newcastle. Visits to other branches and Fort Blockhouse reunions are well supported, as is the annual Armistice Sunday parade at Blyth, the temporary "home" of many submariners during two world wars.

Any submariner visiting the north east is assured of a welcome.

CHATHAM

Her Majesty The Queen's Departure from Hull

ON THE departure of Her Majesty The Queen and His Royal Highness The Prince Philip Duke of Edinburgh in the Royal Yacht Britannia for their State Visit to Denmark, the Royal Guard at Hull will be provided by H.M.S. Pembroke. During their stay in Hull they will be accommodated at the R.A.F. Station, Leconfield.

The Nore Command Rifle and Revolver Meeting

The Nore Command Rifle and Revolver Meeting took place at the R.N. Rifle Range, Sheerness, from April 8-12. The main purpose of the meeting was to select possible candidates to represent the Navy at Bisley, and though we are giving no secrets away, it seems that almost every man in Chatham has Cody as his middle name.

Centralised Drafting

"weeded away" on April 15 when the Drafting Office moved off to its new quarters at Haslemere. It would be by no means true to say that we are all now at a standstill, but we really do miss their jolly faces and all their jolly little chits of paper—which will now be merged with those of Guzz and Pompey and scattered with glee over a wide area.

Perhaps the new routine is more efficient and the telephone just as good, but we miss the personal touch to our drafts—be they chuckled or frowned at—and the Barracks does seem an empty place!

"HERONETTES"

THERE ARE 120 Wrens at Yeovilton, employed in stores, cookery, administration, signals and general maintenance; by far the largest number is in communications.

Since Yeovilton's runways are under repair, the flying task is carried on at Merryfield; this leads to problems and often inconvenience in transport and mealtimes, brought about by living eighteen miles from one's place of work. A few overnight watchkeepers enjoy the luxury of cabins at Merryfield, once used by R.A.F. officers.

Fixer Service

A key job at Yeovilton given to Wrens is the fixer service. You have heard elsewhere of this remarkable device which is such a boon to aircraft navigation. During flying hours, it is manned continuously by two Wrens. Equally important in view of Napoleon Bonaparte: the ship's company galley is in the charge of a Wren Chief Cook—food complaints are rare.

Contact with the seagoing Navy has not been lost by these rural belles; at the expense of a tedious bus journey, considerable loss of sleep, and, in some cases, acute nausea, parties of Wrens have been to sea recently in the Keppel and Portchester Castle off Portland! These expeditions gave tremendous enjoyment, both for the trouble to which the ships had obviously put themselves to entertain their guests on board, and for the dances with which the days at Portland ended.

Talented Wrens

Three talented Wrens are members of the ship's band; they lend variety and decorative interest at such ceremonies as divisions. The choir, of course, depends on Wrens entirely for sopranos and contraltos; in the past they have achieved very creditable results.

In the Dramatic Society they bring natural aptitudes to parts where a sailor is at an initial disadvantage; a heroine with artificial embellishment and a bass voice cannot command the same sympathy from his audience as an attractive lady. And their acting is of a high standard; this year, "Haul for the Shore" has been entered for the Drama Festival.

Yeovilton Wrens are well represented in sport: most Home Command teams include some of their number. In the summer, a P.T. and Indian Club display forms part of local fêtes and carnivals.

All in all, Wrens here in the heart of Somerset lead a full, active life, bringing necessary skills, talents and, not least, the essence of charm, to the mere male community of H.M.S. Heron.

PRESENTATION OF BOYD TROPHY

Sea/Air Rescue Flight, R.N.A.S., Lossiemouth



THE BOYD trophy was presented to the Sea/Air Rescue Flight of the R.N. Air Station, Lossiemouth, by Capt. the Hon. V. M. Wyndham Quin, R.N. (Retd.), at a special parade held at R.N. Air Station, Lee-on-Solent, on Friday, April 12, 1957.

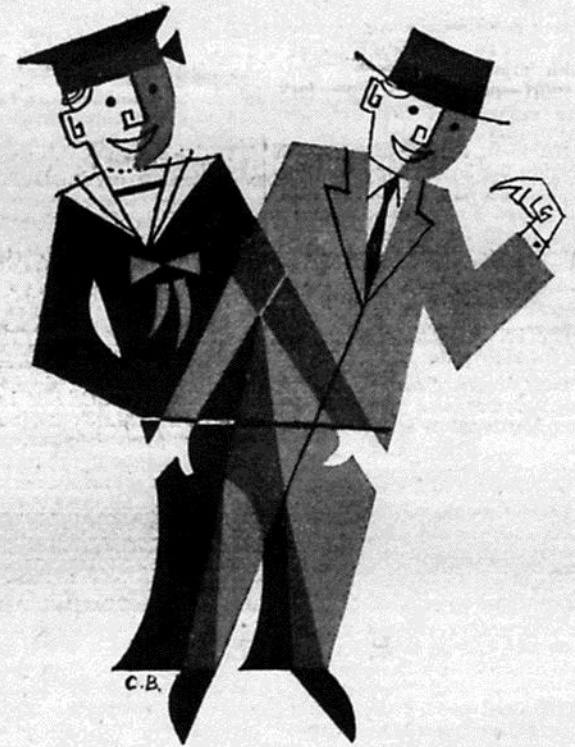
Capt. Wyndham Quin is vice-chairman of the Royal National Lifeboat Institution.

Lieut. R. H. Williams, R.N., received the trophy on behalf of Lossiemouth Sea/Air Rescue Flight in the presence of a number of officers and ratings who belonged to the flight. These were: Lieut.-Cdr. N. A. Bartlett, R.N., Lieut. (S.D.) R. H. Williams, M.B.E., R.N., Aircrewman 1st Class A. Japp, A.A.4 A. R. Mason, N.A.M.1 (E) B. Walker, N.A.M.1 (A) D. B. Halfpenny, N.A.1 J. W. Rose.

The presentation was made in the presence of Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C.; G. W. Hall, Esq., managing director, Fairey Aviation Co. Ltd.; E. C. Wheeldon, Esq., managing director, Westland Aircraft Co. Ltd.; The Fifth Sea Lord—Vice-Admiral A. N. C. Bingley, C.B., O.B.E.; F.O.R.A.—Rear-Admiral J. D. N. Ham, C.B.; F.O.F.T.—Rear-Admiral C. L. A. Evans, C.B.E., D.S.O., D.S.C.; The Commanding Officer, H.M.S. Bulwark, Capt. P. D. Gick, O.B.E., D.S.C., R.N.; The Commanding Officer, R.N. Air Station, Lossiemouth, Capt. F. M. A. Torrens-Spence, D.S.O., D.S.C., A.F.C., R.N.

The trophy was awarded to the flight for their bold and skilfully executed rescue of the crew of the Norwegian vessel Dovregjell, stranded on a reef in the Pentland Firth on February 3, 1956. The wind strength was 45 knots, and spray at times was 100 feet above the ship.

The two helicopters made a total of eight sorties each and in three hours lifted the crew two at a time from the wreck to John o' Groats.



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END, PORTSMOUTH. 99 ABOVE BAR, SOUTHAMPTON.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

CALENDAR

July 20.—Annual Conference, City Hall, Cardiff.

Newcastle and Gateshead Branch
May 24.—Ladies' Night.

Durham Branch
May 26.—Dedication of Standard.

Dorking Branch
May 18.—Grand Dance, Dorking Hall.

Portland Branch
May 4.—"Return" Match, H.M.S. Osprey.

Ipswich Branch
June 22.—Royal Tournament.

Hastings and St. Leonards Branch
June 15.—Royal Tournament.

Twickenham Branch
June 16.—Standard Dedication Service.

Havant Branch
May 11.—Attendance at opening of Main Hall of Gosport Branch.

Gosport Branch
May 11.—Grand official opening of Main Hall.

Hounslow Branch
May 3.—Social.
May 24.—Burma Star Association Darts Match.

Rosyth and West Fife
May 25.—Sale of Work.

VENUES

Newcastle and Gateshead Branch
Central Hall, Gateshead: Fridays, 8 p.m.

Arrangements have been made for the branch to be notified of all H.M. ships visiting the Tyne. A personal invitation will be issued to each ship, and it is hoped that ships' companies will come along for a real "Gordie" welcome.

We Remember Them

Shipmate W. H. Hughes, Newcastle and Gateshead Branch.

Shipmate W. W. "Joe" Tilley, A Founder Member and past Branch Chairman, Leamington Spa Branch.

ROSYTH and WEST FIFE

Our last monthly meeting was held at Queen's Hotel, Inverkeithing with good attendance of regular members. It's pleasing to announce we have had four new shipmates join us in the last two months. Shipmate Brimicombe, who was in hospital with pneumonia, is now on the road to recovery. Comdr. Stallybrass (vice-president) handed to the chairman, Shipmate Hawser, a gift of a table lamp for presentation to Shipmate P. Roche, our later treasurer, for services rendered. On May 25 the branch will hold a sale of work.

EPSOM



(Photo: H. W. Nash, Epsom)

The above photograph shows some of the happy faces at the Epsom Branch of the Royal Naval Association Annual Dinner and Dance held at the New Bull Hotel, Leatherhead, on April 5. A most enjoyable evening was spent by over one hundred—members and their relatives and friends. We were very pleased to give a very warm welcome to Lieut. C. S. Selbert, U.S. Navy, from the Naval Communications Facilities, London, who assured us how much he had enjoyed himself. The committee, and all who organised this splendid evening, are to be congratulated upon the result of their efforts.

RYE

THE EVER-PRESENT stalwarts attended our last meeting at the Crown Hotel, Rye, on April 8, and the business of the evening was quickly and effectively dealt with. We were honoured by the presence of our president, who gave us an interesting talk after the official business was concluded. The chairman, Cdr. Ramus, reported on the very pleasant evening he had spent as a guest of the Lydd and Dungeness Branch.

A hearty welcome is extended to all members of the Royal Naval Association visiting Rye.

NEWCASTLE and GATESHEAD

THE BRANCH held its Ladies' Night on Friday, March 29, and everyone was very pleased to see our president, Cdr. Row, about again, looking very fit after his recent illness. A good time was had by all, and our next Ladies' Night is to be held on May 24, and we hope for a record gathering of shipmates.

A darts and dominoes competition was held Friday last, April 12, and was won by Shipmates R. Finch and Ellis, respectively, wrestling the shields from experts Shipmates Blakey and Hardy. We hear that Shipmate Blakey has to enter sick bay shortly. Best of luck, Tom!

The destination and date of our coach trip which Shipmate Denton is organising has not yet been fixed, but we hope to settle this question at the next general meeting on May 3.

JOHANNESBURG

OUR INAUGURAL meeting was held in the Johannesburg Club on February 8, 1957.

Before a large gathering of ex-Naval types, both male and female, the Skipper hoisted the White Ensign while the National Anthem was being played. He then officially opened the meeting on behalf of Vice-Admiral Sir Geoffrey Robson, K.B.E., C.B., D.S.O., D.S.C., Commander-in-Chief, South Atlantic and South America, who was unable to be with us.

There was a short prayer by our Chaplain, followed by a silent tribute to shipmates who had slipped their moorings and passed into a safe anchorage.

Letters of congratulations were received from headquarters Scunthorpe and Cape Town branches. The Mayor of Johannesburg was made an honorary life member. Mrs. Chisholm, being our first lady member, was presented with a bouquet of flowers when she received her badge.

The evening was rounded off with entertainment by Eric Egan of the Springbok Radio.

On Thursday, March 14, 1957, Vice-Admiral Sir Geoffrey Robson, K.B.E., C.B., D.S.O., D.S.C., Commander-in-Chief, South Atlantic and South America, paid us a flying visit. At a small luncheon party with the Skipper, Jimmy, Scribes, and Mr. Lawson, also Lieut.-Cdr. Watkins and Flag-Lieut., he was asked to become our president. It was a proud moment for us when the Commander-in-Chief accepted.

Our second meeting was held later that day. The attendance again was very good. Our membership is around the seventy mark and growing daily.

After the work of the evening was over, we were well and truly entertained by Lieut. The Hon. Colin Stamp.

We hope to become a regular contributor to the R.N. Association section of the NAVY NEWS.

So expect to hear from us again very soon.

DORKING

HELLO! TO all NAVY NEWS readers again. During the past months the branch has had a rather hectic social run which will end up with a grand dance at the Dorking Halls on May 18, 7.30 p.m. Anybody wishing to come along, I can assure them of a fine evening. By the time this is printed, the branch standard, with a few members, will have been to support the Barnes dedication.

I would like to mention, to any other

Cardiff Prepares for Conference

B.B.C. COVERAGE

AS IS now generally known, Cardiff have the honour of holding the 1957 Annual Conference in the City Hall, July 20, so it was with a sense of pride that we welcomed the general secretary, Lieut.-Cdr. L. Maskell, on March 27 to arrange the multifarious details. Accompanied by Vice-President Graham, Shipmates Evans and Wilson, the general secretary called upon the Lord Mayor, Chief Constable, stationmaster and other civic personalities. The Lord Mayor and City Council will entertain Sir John Cunningham to dinner on Friday, July 19. A Naval exhibition will be staged conference week in a window of Cardiff's largest department store. The branch publicity team has contacted the B.B.C. with a view to radio and T.V. coverage of the entire visit of Admiral Cunningham and we are fortunate in having a member a

reporter for the local South Wales newspaper. It is hoped to provide the guard of honour from the R.N.V.R. Cambrian Division accompanied by the Royal Marine Band of the Commander-in-Chief, Plymouth. Hotel accommodation for the conference delegates has been reserved, an R.N.A. enquiry bureau will be in operation on Cardiff station to advise our visitors; entertainment has been laid on. Cardiff Branch will leave no stone unturned to ensure the whole-hearted success of this event and the general secretary returned to his home on Saturday, March 30, expressing his deep joy and satisfaction in having covered all points so thoroughly, and in such a short time, thanks to the enthusiasm of the organising committee of the Cardiff Branch, with a special mention of our hard-working secretary, Shipmate Brennan.

shipmates in the Boxhill area during the summer months, on Friday evenings, to give the branch a look-up in West Street, Dorking. All the best to everyone!

DURHAM

THINGS ARE "running hot" at present in our branch as the dedication of our standard approaches: Sunday, May 26.

With the most successful conference of 1955 behind us we are aiming at making this a most memorable occasion. The matelots who come along on that day will be in good company, as the dedication service—in the able hands of the Rev. Wallace, an ex-Naval padre—will be shared by the new Mayor and his Council, as it happens to be Mayor's Sunday!

Once again may I remind shipmates who have never been to our city that they will find it well worth their while.

Ours is a beautiful city; we have a lovely cathedral without peer, and we also promise our visitors a typical North Country welcome. So roll along, No. 11 area!

DONCASTER

THE DEDICATION of our branch standard took place on Sunday, March 31, and was in every way a huge success.

Thirty-four standards paraded and our Ladies' Section catered for 850 at tea in the headquarters, Queens Own Yorkshire Yeomanry, kindly loaned to us free of charge by the Officer Commanding.

The march past was an event Doncaster will long remember. The Chief Constable assured me that never in the history of the town had such a parade been witnessed. The parade was led by the Bluejackets Band from R.N.A.S. Stretton, with the magnificent assistance of the Bury Public Silver Band, and our Area President, Rear-Admiral R. M. J. Hutton, C.B., C.B.E., D.S.O., of Durham, honoured us by taking the salute. The Mayors of Doncaster and Bury, Mrs. Hutton, our president, Shipmate H. C. Stephenson, and chairman, Shipmate G. Fisher, were also present on the saluting base.

The service of dedication was conducted by our branch padre, the Rev. G. Hollis; the act of dedication was performed by Canon H. G. Herklots, M.A., Vicar of Doncaster, the address being given by Rev. H. P. Chappell, D.S.C., V.R.D., of H.M.S. Calliope, Senior R.N.V.R. Chaplain.

As branch secretary I would like to convey to Areas 9 and 10 the appreciation of us all for the splendid response from branches in these areas, also from branches of the Federation of Yorkshire Naval Associations.

The response from our own Area No. 11 was disappointing, in that only Stockton, Hull, Scarborough and our chummy ship Mexborough, attended, but we realise the distances involved and, in view of this, give a special mention to Stockton-on-Tees, who, in spite of fuel restrictions, strikes and various other deterrents, attended in force. May we soon have the honour of renewing their acquaintance at the dedication of Durham's standard.

Both the bands gave their services free; a splendid gesture which we deeply appreciate. Thank you all for your help, and to all who in any way contributed to the success of the day our gratitude.

IPSWICH

GREETINGS TO shipmates of all branches.

We regret to report the death of Shipmate V. Sherman and Shipmate H. R. Bezzant, D.S.M., two very loyal and active members. To their wives and families we extend our deepest sympathy.

The Annual General Meeting was very well attended, some forty-five members being present. Shipmate Wally Thompson, B.E.M., holds the reins of chairman and hon. secretary, Shipmate T. E. Saunders to vice-chairman; all other offices were filled and it seems everyone is quite happy.

Capt. R. D. Franks, D.S.O., O.B.E., D.S.C., R.N., honours the branch in accepting a vice-presidency.

Our fortnightly meetings are still well attended and a full social programme has been arranged by Shipmate B. Hemming.

At the Royal Tournament on Saturday, June 22, evening performance, we shall attend in full strength, and would like to say "Hello!" to any other branch who may be there.

The Chief Petty Officer of H.M.S. Ganges kindly invited our members to their Easter Dance. This was much appreciated and a most enjoyable time was had.

New members are still being enrolled; perhaps not as many as we would wish from a semi-Naval town.

PORTLAND

OUR VISIT to Bridport on Sunday, April 7, to support their dedication parade, was a great success, and many favourable comments were to be heard of our worthy standard-bearer and escort and their smart turn-out. Great credit is also due to Bridport Branch for the excellent arrangements that were made to entertain the supporting branches after the parade.

A "battle royal" with the C.P.O.s of H.M.S. Osprey at their last Mess Social resulted in winning the Challenge Cup back from them for at least a month, when we have a return fixture in "our mess" on May 4. May the best team win, and no swindling!

Mainly due to our efforts, a strong Sea Cadet unit has been formed on the island. It has received the full blessing of the Urban District Council and some of our members are serving on the Cadet Committee and act as officers and instructors. Splendid support by the Captain i/c. Portland Dockyard (Capt. R. G. Mills, D.S.O., D.S.C., R.N.), by having a headquarters hut prepared for Cadet training purposes, is most encouraging. We aim to take care of the young as well as the old.

Our welfare officer (T. Hair) keeps his ear to the ground and we try not to forget anyone who needs help or sympathy when required.

HAVANT

RECENT INCREASES in cost of coach hire were discussed at Havant Branch meeting on April 2. In the past they have keenly supported other branches when they have dedicated their standards, opened headquarters or carried out any Royal Naval Association activities.

They are sorry that trips will have to be cut down considerably in the future for financial reasons, but this is expected to lead to better support for local activities. One of these will be the inaugural meeting of the Havant Agricultural Association, which is due to be held shortly.

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Third Annual Dinner

HEYWOOD BRANCH

THE HEYWOOD Branch, R.N.A., held its third Annual Dinner on April 6, 1957, at their headquarters, The Freemasons Hotel. Chief amongst the guests were the Mayor and Mayoress of Heywood, Alderman Revington, J.P., and Mrs. Revington.

Prior to being R.N.A. Heywood had its own Naval Association as far back as the 1920s, and one of the founder members and chief supporters was Dr. James Brooks, M.O.H. of Heywood, who was the president. In 1954 it was decided to amalgamate with the R.N.A. Hence the third Annual Dinner. This last year, 1956, saw the retirement of Dr. J. Brooks from his post as M.O.H. for Heywood, and owing to the uncertainty of his remaining in Heywood he resigned the presidency of the branch. As his long services for the Naval men of Heywood could not go unrecognised a little ceremony was held at the dinner, when Dr. Brooks was presented with an inscribed tankard by the new president, Mr. C. Hargreaves. The singing of "He's a jolly good fellow" was certainly heartfelt in the Heywood Branch.

In addition to this presentation another one was made to a shipmate who is leaving us for Australia. Shipmate F. Bird and his wife were presented with a lady's and gent's fountain-pen, respectively; a broad hint to keep in touch here, I think.



Heywood Branch were well represented at the Annual Reunion in London last October, along with the standard, and a start has been made in gathering a party for the one this year. There are plenty of social events to take place, one of which will no doubt include a trip on the Mersey and out to the bar from Liverpool, when the branch will be sea-borne again.

The branch is now going ahead strongly with an active committee and Heywood send greetings and good wishes to all branches and shipmates wherever they may be.

GOSPORT

ALL HANDS have been at the wheel in the completing of our new headquarters and we are almost ready for the grand official opening of our main hall, of which we are very proud. The opening is to take place on the afternoon of Saturday, May 11, and we are hoping for a good send-off from our sister ships in No. 3 area and, indeed, from any others of the other areas who may feel disposed to make it a day out. A full programme has been arranged and I can promise it will not be a wasted trip.

Our official address is: Headquarters, Royal Naval Association, Gosport Branch, Fareham Road, Gosport; and it is situated roughly midway between Fareham and Gosport. There are always social activities during week-ends and our lounge is open every day from 11 a.m. to 3 p.m. and evenings for the usual local licensing hours. Any shipmates passing through will be made very welcome at any time.

ANNUAL DINNER

At our Annual Dinner on April 12 the Mayor, Alderman H. T. Rogers, thanked the branch for the part it was playing in the civic life of the town and congratulated it on the effort, which he said, rightly had made it become the leading association among many associations that are in Gosport.

Seven years ago the branch was struggling along, like many of the Association branches, with no home to call its own, when a decision to do something about it was made. We were very fortunate in that we had a competent builder among our members and he advised and helped us through all the stages of our progress. Our very sincere gratitude goes to our most worthy president, Vice-Admiral Sir William Agnew, K.C.V.O., C.B., D.S.O., who plied his velvet whip and worked beside the rest in "night clothing" with pick, spade and fork, on more occasions than many of the ship's company. At times we were a bit despondent but he would have none of it, and his ready smile and encouragement kept us going.

We are also grateful to our vice-president, Rear-Admiral W. K. C. Grace, who helped us considerably in our negotiations, and to Shipmate Leslie Hill, our other vice-president and builder. Apart from mentioning our chairman, Shipmate T. W. Bates, who has been a tower of strength to us all throughout, I hesitate to mention other names of the many who put in many, many hours in hard and unaccustomed labour over the period of years to reach our goal. This included several of our Ladies' Section.

At first reading, this may appear to be an effort of conceit and self-aggrandisement on our part but it is, in plain fact, a simple narrative embodying the pride we all feel in our efforts to warrant our membership of the finest association in the world. Cheerio then, shipmates, and don't forget to come alongside whenever you may be in our vicinity.

No. 1 AREA

For the first time the Annual General Meeting of the area was held at the Association headquarters in Lower Sloane Street. Forty-four delegates and other Area members attended on Saturday, March 30, 1957, and between 2.30 and 6.30, discussed every aspect of business. Congratulations to those present. They are really keen to keep this Area the "Premier" in the Association!

No one spares S/M. Wheeler, National Council Representative, at these meetings. He has to tell his audience everything about the work of the National Council in the Association; to S/M. Wheeler's great credit he meets the challenge, satisfies the demand for knowledge, and, for all the leg-pulling (and the umbrella), does a good job for the Area and the Pensions side of Association business.

S/M. Bates, of the Kenton and Kingsbury branch, was re-elected our Chairman unopposed, we thank him for staying in office to steer the Area through another year.

Our Vice-Chairman, S/M. Brown, of the Hounslow Branch, decided that after five years in office it was time he gave way to a younger shipmate. We now have a very able new Vice-Chairman in S/M. Tich McGuire, from the Enfield Branch.

The Hon. Treasurer was an automatic choice for another year—after we had seen the balance sheet. In any case there was no rush of shipmates for the job, so S/M. Parkinson, of Wembley Branch, looks after the money again this year, and we wish him the best of luck.

Also re-elected unopposed was the Area Hon. Secretary. Like all Hon. Secretaries, he takes all the strain of seeing that everything runs smoothly in the Area, or in the Branch, or in the Association generally. S/M. Mallock, of Hendon Branch, seems to know everyone who can help the Area, or the Association, nor does he hesitate to use his knowledge, and the people he knows, whenever he thinks it will be most useful. Every member in this Area owes him a "Thank you."

Our Area President, Vice-Admiral Drew, C.B., C.V.O., O.B.E., was present at this meeting. He looked much better after his holiday overseas, and we were all very pleased to have him there once again. He must surely be something of a cricketer; the delegates bowl a few very fast balls at him, but no one has managed to bowl him out so far. May we have him with us for many more meetings.

Unfortunately, S/M. Leslie Maskell, Secretary to the Council, was in Cardiff preparing for the Association Annual General Meeting, and so could not be with us. I understand that the aftermath of that meeting will be something to remember. Let us hope every delegate turns up, and that none of the hard work is wasted.

The Committee and Delegates of Number One Area send their good wishes to all shipmates throughout the Association, and in doing so speak for all their messmates in the Area.

G.W.N. Publicity Dept.,
No. 1 Area.

HOUNSLOW

AT OUR monthly meeting, held on the second Friday in each month, we had a long discussion on "War Pensions and the British Legion," and our area delegate, Shipmate Brown, was asked to do all he could on behalf of the branch to get an increase for those chums who are unfortunate enough to need it.

We are glad to report we are still signing on new members, including many from the Service. We meet every Friday at the Railway Hotel.

The social activities are still to the fore and several visits have been made to other associations. We visited the R.M.O.C.A. in April and a coachload arrived home in the early hours, need I say, full of song.

The branch was represented when we were invited by the Royal Fusiliers Association to accompany them when they paid a social call to the Molesey Branch of the R.N.A. Molesey put on a very good show and their ladies deserve all the credit they can get for the big eats and a wonderful evening.

Our next social is on May 3, when, once again, we are looking forward to meeting some shipmates from the Star and Garter Home who enjoyed themselves on their last trip in April. We have invited the Burma Star Association to darts on May 24, so a good evening should be had by all. Subject to Lancing being in complete agreement with our plans, we hope to visit them on June 29.

The branch will be at the Barnes and Mortlake Dedication, May 5, and Twickenham on June 16, also will have attended St. George's Parade on April 27.

We extend a cordial invitation to any serving member to look us up when they are on leave or any time.

Good wishes to you all, ashore and afloat, from us all at Hounslow.

DARLINGTON

THE DARLINGTON Branch are pleased to report that membership is steadily increasing and a good attendance on opening nights is still being maintained; in fact, some people who are ineligible have even gone so far as to try and gain admittance during the night via the windows. Fortunately everything was secure.

The third Annual Dinner and Dance was held in the Masonic Hall on April 5. This was well attended and included in the guests were His Worship the Mayor of Darlington (Alderman H. Buckborough) and the Mayoress, Capt. H. A. Martin, D.S.C., R.N., and Mrs. Martin, Cdr. Lockyer, R.N., Lieut.-Cdr. Andrews, R.N., and Mrs. Andrews, Lieut.-Cdr. Cummings and Mrs. Cummings, and Shipmate F. Wade (chairman, National Executive Council and No. 11 Area representative). Shipmate J. Wilson (chairman, Darlington Branch) presided.

In proposing a toast to the R.N.A., the Mayor said that the Navy would always have an important role to play in the history of this country, "no matter what weapons we go in for." He also remarked that associations were of great value for the communal good and Darlington had a debt of gratitude for the work members had done. The rest of the evening was spent dancing and spot prizes were given to the successful dancers.

LADIES' NIGHT

The lady members of the club got together and had a dinner in a local hotel on Wednesday, April 10. What the ladies do and say after these functions seem to be a bigger secret than what lays behind the green door, for none of the male members ever get to know.

By coincidence, the following night, April 11, the male members held a "Stag Party" all on their own in the club. Of course, this must not be taken as an act of retaliation for the ladies' evenings out. During the earlier part of the evening the Mudford Trophy (this is in memory of the late president of the branch, Capt. J. F. W. Mudford, R.N. (Rtd.)) was presented to Shipmate D. Anderson as club domino champion. Shipmate Anderson decided that the proper thing to do was fill it with rum. This was done and "sippers" was the order. Surprisingly there were no member U.A. or temp.

The Bramwell and Harbron Cup was also presented to Shipmate T. Gallagher, who was a member of the darts team which won the cup for the Darlington Works Club League. Prizes were also awarded to shipmates who had the best branch average in each of the different games played in the League throughout the season.

Second Annual Dinner and Dance

CHEAM and WORCESTER PARK

THE SECOND Annual Dinner of the Cheam and Worcester Park Branch was held on Saturday, April 6, in the Kings Hall, Crown Inn, Morden.

Notable guests at this dinner included the Worshipful Mayor of Sutton and Cheam, Alderman J. L. Hasted, J.P., and the Lady Mayoress, Mrs. Hasted.

Admiral Sir Henry Moore, K.C.B., G.C.B., G.V.O., D.S.O., and Lady Moore, Sir Roy Gill, K.B.E., R.N.R., R.D., and Lady Gill, the branch president, Mr. Richard Sharples, O.B.E., M.C., M.P., and Mrs. Sharples, Mr. Norman Joseph, C.B.E., and Mrs. Joseph, and the honorary chaplain of the branch, The Rev. E. C. Chandler, B.A., also attended.

Eighty-nine shipmates, wives and friends sat down to an excellent and well-served dinner.

On completion of dinner, our president proposed a toast to our patron, Her Majesty Queen Elizabeth II.

Speeches

The toast, "The Association," was proposed by Admiral Sir Henry Moore, K.C.B., G.C.B., C.V.O., D.S.O., who said how gratified he was to be with us on this occasion as one of our guests. Sir Henry then announced that he had just handed in his resignation as a vice-president of the Association to Sir John Cunningham for he felt that it was time for younger men to take over.

Sir Roy Gill said that it was a great pleasure to be with us again on the occasion of our Annual Dinner and thanked all shipmates for their kind wishes to him on his new appointment as Master of the Cutty Sark, now refitting at Greenwich and which has its official opening on June 25 by Her Majesty The Queen. He went on to say that if any shipmate wished to visit him on the Cutty Sark he would personally conduct him round.

The president of the branch, Mr. Richard Sharples, O.B.E., M.C., M.P., said that it had been a highly successful year for the branch and although he could not attend as often as he would wish, he was well informed of all branch activities through the medium of the monthly news-letter sent to him by the secretary.

The toast, "Our Guests," was proposed by the chairman, Shipmate F. E. H. Clark.

In his speech the chairman said he felt it was a great honour for the branch to have such a distinguished

gathering of guests at our Annual Dinner, all of whom had taken a great interest in all our activities and had, on many occasions, been generous to the Mess.

The Worshipful Mayor, Alderman W. L. Hasted, responded to the toast, "Our Guests," by thanking the chairman for the kind way in which he had proposed his toast. The Mayor went on to say that, as an ex-Naval man himself and a member of the "lower deck," he felt on the spot having a Commodore on his right and an Admiral on his left at the table, and hoped Sir Henry would not award him "twenty-one days" if he said the wrong thing.

HASTINGS and ST. LEONARDS

SINCE OUR last notes appeared in NAVY NEWS we have settled easily and comfortably into our new headquarters, The Cutter Hotel. Our host has spared no pains to make us feel at home and in consequence we are glad to report increased attendances at branch meetings, which is a grand thing, and we are looking to the future with great hopes.

PORTSMOUTH COMMAND

The last few weeks have been busy ones and have been marked by two outstanding events. First was the presentation of a gold wristlet watch to our esteemed vice-president, Shipmate "Bill" Weekes, for the splendid work he has done for the branch, commencing almost twenty years ago when he was a founder member of the branch and continuing unselfishly through the years. A splendid shipmate, our Bill!

The second event was our dinner and social. We had not had one for several years and decided to make this a "family" affair and see how it went. It was an unqualified success and now we hope to make it an annual event, as it used to be.

The next items in our social calendar: The Royal Tournament, on June 15; two coaches making the trip, and we are arranging a visit to the Headquarters Club after the show.

June 16, the standard, escort and several shipmates are attending the dedication service at Twickenham.

We, of Hastings, send our shipmates of the Twickenham Branch all good wishes and hope that everything goes off successfully on the great day.

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'Easter Parade' at R.N.A.S. Abbotsinch



The Entire Company

THE HIGH-LIGHT of the last month before Easter has been the production, for performance on April 8 and 9, of the station revue, "Easter Parade." This was not a special type of Divisions in preparation for the Admiral's Inspection, but a display of the station's variety (and other) talent.

If anything, this show surpassed our December pantomime, and that had to be retained a further night to avoid a riot. We are beginning to think, in fact, especially since we saw where we came in the R.N. Drama Festival results, that what the Royal Navy really needs (next to D.F. privileges ashore and/or an increase in pay) is a six-monthly R.N. Variety Festival. The Easter revue would have had them in the aisles if we had only had such things (aha! Next show's theme-song—"I Only Have Aisles For You") and one would like to list the entire cast here, for they were all very, very good.

One certainly cannot refrain from mentioning, since they have now contributed essentially to the success of two first-class variety shows, Mrs. Beryl Langridge (wife of the Executive Officer), P.O. McCulloch and L./Wren Lilian Gore.

Mrs. Langridge's efforts with her teams of dancers (ranging in ages from three to twenty-something years) are remarkable, since she arranges the practices herself; never has any of her pupils been sobbing quietly in corners or threatening to go straight; and finally produces three or four acts, each guaranteed to stop the show. How the smaller performers are persuaded to "get out there and slay them" remains one of those unsolved mysteries. No force appears to be used and no family has reported itself as being "One gnome adrift, Sir!" so the secret must be expert teaching plus unfailing charm through every provocative situation. The slight uncertainty over what the tots will do, once out there "giving," only adds to the delight; the officer who asked if the Glowworms were packing 3-4-3 is an outsider and a cad, though otherwise distinguished.

P.O. McCulloch produced both shows and everything is stated about his efforts when one says that shows of this calibre were put on without fuss or raised voice.

It is safe to say that neither of the shows would have been anything like as good without L./Wren Gore's fine

piano-playing, ranging from rock 'n' roll through musical comedy to ballet.

For these, and all the others, backstage or performers, whom we should have been delighted to give a written pat on the back, if space were available, we can only echo what Capt. Waterhouse said from the stage at the conclusion of the performance, with a sincere—and literal—"Jolly good show!"

Sanderling Shooting Team

The Sanderling Shooting Team were quite successful at the recent H.A.C. meeting at Browdown, in spite of difficulty in obtaining practice at the longer ranges. Sanderling has no range but the local unit of the Territorial Army were very co-operative in putting theirs at our disposal. Unfortunately, its maximum is 300 yards, though we managed trips on two occasions to a rather more distant range, for practices up to 600 yards.

P.O. Revell, who did so well in Event 7A, was unfortunate in being counted out at just that longer range at which he had had so little practice. The remainder of the team in this event did very well indeed in winning the Barbara Bowl, a magnificent trophy.

The Revolver Team did exceptionally well, winning the Symonds Trophy and being runners-up for the Cheylesmore Cup. Individually, the team-members are very good shots with little to choose between them, though C. A. F. Carass, who won the Revolver Class and the Revolver Jewel, is to be congratulated especially for his fine effort.

Whilst two individuals who deserved it have been mentioned, it must be remembered that in all competitions of this sort, it is really teamwork which counts. The results show that even where they didn't win our entries showed plenty of that sort of spirit and gave the winners of many of the events a real struggle.

Well done, the "Sanderling Shots"!

N.A.A.F.I. REPRESENTATIVE

C.P.O. Writer W. T. H. Joyce assumed the duties of Lower Deck Representative, Portsmouth Command, at N.A.A.F.I. Headquarters, on Friday, April 12, 1957, and if required at any time can be contacted at his home address, 24 Hester Road, Milton, Southsea, Hants.

H.M.S. Condor

Visit of Flag Officer Air (Home)

ON MONDAY, March 25, Flag Officer Air (Home), Vice-Admiral W. T. Couchman, C.B., D.S.O., O.B.E., arrived to pay an official return call on Flag Officer Reserve Aircraft, Rear-Admiral J. D. N. Ham, C.B.

On this first visit since he assumed command as Flag Officer Air (Home) he arrived by air from Lee-on-Solent at 1200, when he was met by the guard and band. He inspected the guard and band and then had lunch with Rear-Admiral Ham, after which he visited Ashbrooke House, containing the offices of F.O.R.A. At 1600, accompanied by F.O.R.A., he arrived at the Administration Block in H.M.S. Condor, where he met heads of departments. At 1620, with F.O.R.A., he visited the Captain's House and at 1700 he left by air for Lissiemouth.

Mess Functions

On Thursday, April 4, the Wardroom dined the officers of H.M.S. Cressy, Tay Division, R.N.V.R. On Saturday, April 6, there was a dance in the Petty Officers' Mess and on Saturday, April 14, the Chief Petty Officers and the Apprentices held their End-of-Term dances.

Visit of Dundee Squadron Air Training Corps

On April 8, approximately fifty members of No. 1232 (Dundee) Squadron, Air Training Corps, visited R.N.A.S. Arbroath.

They arrived at 1330 and were met by C.A.A. Clayton, after which they were conducted around the workshops and training aids sections by workshop instructors.

They visited S.A.M.C.O. Flight Servicing Section, "A" Section, "E" Section, "O" Section. At 1630 they had tea in the main dining hall and then left at 1700.

End of Term Passing Out Parade and Prizegiving

This took place Tuesday, April 16. The classes passing out were the 12th Term Apprentices and Air Mechanics' No. 21 Course. These classes formed the guard and the colour guard.

Air Marshal Sir George R. Beamish, K.C.B., C.B.E., Air Officer Commanding Technical Training Command, inspected the parade, took the salute at the march past, and presented the prizes.

Condor .22 Rifle Club

C.P.O. Ayling, the match secretary of this club, has been drafted to Lee-on-Solent. He is a Bisley shot and will be competing there again this year. While at Condor he has done a great deal of hard work and the Condor Wrens now top the League in the Angus and Mearns Section (Ladies).

Naval Escort for H.M. The Queen

HER MAJESTY The Queen and His Royal Highness The Prince Philip Duke of Edinburgh will have a Naval escort of H.M. ships when they leave the United Kingdom in the Royal Yacht Britannia for their State visit to Denmark in May.

Her Majesty and His Royal Highness will embark in the Royal Yacht at Hull on May 18 and the Britannia will proceed, escorted in tidal waters by the Trinity House Yacht Patricia and two seagoing tenders of R.N.V.R. Divisions: H.M.S. Humber (Capt. W. Lambert, V.R.D., A.D.C., R.N.V.R.) of the Humber Division and H.M.S. Northumbria (Capt. William D. Thorburn, V.R.D., R.N.V.R.) of the Tyne Division. They will both have R.N.V.R. crews.

Off Spurn Head H.M.Y. Britannia will be met by two Daring Class ships, H.M.S. Duchess (Capt. N. H. G. Austen, D.S.O., R.N.) and H.M.S. Diamond (Capt. M. G. Haworth, D.S.C., R.N.) and one destroyer, H.M.S. Corunna (Cdr. B. C. G. Place, V.C., D.S.C., R.N.), who will proceed in company to Copenhagen where they are due on the morning of May 21.

The Britannia and her escorts will remain at Copenhagen until May 25 when they sail for the Moray Firth where Her Majesty is to inspect the Home Fleet.

R.N. Barracks, Portsmouth

"Barracks Pool"

ON APRIL 1, centralised drafting officially started and the team from Commercial Chambers moved to Lythe Hill House, Haslemere. The effect of centralised drafting has already made itself felt in R.N.B. The well-known "barracks pool" of ratings awaiting draft (which provided all the domestic support, such duties as the sixty seamen complement allowed could not perform, and working parties for ships refitting, etc.) is now a myth. The struggle is continuing with sadly depleted numbers and little immediate prospects of improvement.

Divisions

In the first weeks of the summer term, the Commander-in-Chief, Admiral of the Fleet Sir George Creasy, G.C.B., C.B.E., D.S.O., M.V.O., will inspect Divisions on the last occasion on which he will take the salute.

W.R.N.S. Netball

The W.R.N.S. Inter-Command Netball Competition was held in the Gymnasium, Royal Naval Barracks, Portsmouth, on Friday, March 22, 1957. Air Command won the cup, which was kindly presented by the Commander-in-Chief, Portsmouth. In the first round Portsmouth Command lost to the Nore but beat Plymouth in the losers' match and so gained third place.

Third Officer S. Harris, W.R.N.S., H.M.S. Victory, was selected to play for the service.

Tea was arranged in the Chief and

Petty Officers' Canteen after the presentation of the cup and we were very pleased that the Commander-in-Chief, Portsmouth, was able to spare the time to have tea and meet the players. Following tea the A.G.M. of the R.N. Women's Netball Association took place.

Port Rifle Meeting

Drafting severely cut our shooting team on the very day the Port Rifle Meeting started at Tipner. Although the team held its own, finishing third to Excellent and Dryad in the Portsmouth Gun, it wasn't until the last event, Team Tiles, shot off in the presence of the Commander-in-Chief, Portsmouth, that H.M.S. Victory distinguished itself. The team, P.O. Pollard (captain), Lieut.-Cdr. Harper, P.O. Cook and L./Sea. Hartley won the Goldsmiths and Silversmiths' Cup. They had some luck in the first round, but from then on won each round and the final comfortably.

Guard for Admiral Burke, U.S.N. Chief of Naval Operations

A special guard of seventy-two was paraded on April 1 when Admiral Burke, U.S.N. Chief of Naval Operations, called on Admiral of the Fleet Sir George Creasy, Commander-in-Chief, Portsmouth. Admiral Burke, who was visiting N.A.T.O. organisations throughout Europe, had a large press and television coverage, so that once again the guard and band were featured on television. The bulldog, Vectis King, caused the biggest laugh by presenting his headquarters when it came his turn to be introduced.

HOME AIR COMMAND

H.M.S. HERON

Term Sports Review

THE move of the flying task to Merryfield, with the consequent long journeys before players can be assembled for full practices, has not made the selection and training of representative teams easy; and in some measure due to this we have not had the results we should have wished.

Phase I of the Home Air Command Inter-Divisional Athletics were run off during the first week in April at both Yeovilton and Merryfield. Luckily the fine weather held and, considering the season has just started, the results are very encouraging.

On April 3, R.N. Barracks, Devonport, met H.M.S. Collingwood in the final of the R.N. Hockey Competition on our No. 1 ground. A hard and very fast game resulted in Devonport winning by two goals to one. The score stood at one all with both sides striving hard, but gaining nothing, until 10 minutes from the end, when the Devonport forwards went through to score the final goal. Rear-Admiral G. Thistleton Smith, C.B., G.M., Admiral Commanding Reserves, presented the trophy on the field.

The weather was cold but fine for Wednesday, April 10, when we held the second "Sixes and Sevens" tournament at Yeovilton. Hockey, soccer and rugby teams from all the Service establishments in Somerset and Dorset were invited to compete.

Army and R.A.F. representatives entered the competition as well as teams from naval and R.M. establishments, to fill the day's programme of 10 hockey, 10 soccer and eight rugby games. Competition was very keen, and everyone enjoyed themselves, although the Navy were knocked out in all sports. Competition winners were R.A.F. Locking in hockey and rugby, and R.E.M.E. Blandford in soccer. This fixture has proved so successful on two occasions that it is intended to repeat it annually.

SENIOR AMERICAN W.A.V.E.S. OFFICER TO VISIT W.R.N.S.

CAPT. LOUISE K. WILDE, U.S.N., Assistant Chief for Women of the United States Navy's Bureau of Naval Personnel, who is visiting Britain from May 1 to 7, will visit H.M.S. Dauntless, the initial training establishment of the Women's Royal Naval Service at Burghfield, near Reading, on Friday, May 3. She will be accompanied by Commander W. R. Quick, U.S.N., senior W.A.V.E.S. Officer in this country. Capt. Wilde is to go to the R.N. College, Greenwich, on Monday, May 6.

Inter-Departmental Athletic Competition

AS WE go to press, the results of Phase I are just to hand. At the end of this first stage, the leading positions are as follows:

Men

1. Ariel (Apprentices)
2. Ford (Armoury)
3. Ariel (Eagle)
4. Bramcote (Ark Royal)

Women

1. Ariel (D)
2. Bramcote (D)
3. Ariel (C)
4. Ariel (B)

From which it will be seen that Ariel, whilst holding its own in the women's event, has displaced Bramcote in the men's event although, to balance the picture, Bramcote W.R.N.S. have done well to climb into the second place.

The most satisfying feature, however, is that, despite all the difficulties of running this form of competition so early in the season, 3,412 personnel have taken part in the initial phase; broken down, this represents a total of 84 departmental teams (of whom 56 qualified) in the men's event and 21 in the W.R.N.S. (of whom 16 qualified).

Compared with the same stage in the 1956 competition, the number of team and individual entries have been doubled and very much better all-round average results obtained, which augurs well for the future of H.A.C. athletics.

Phase II of the competition extends from May 3 to June 7. Any team which failed to qualify in Phase I may still win by topping the list in Phase II, since the winners are decided by the highest score in either phase—not on aggregate. Above all, now that so many would-be athletes have tried their hand, it is hoped that they will produce an all-out effort for some record individual points scores before the close of this highly successful competition.

To encourage this aim, special arrangements have been made to conduct athletic coaching at all Naval Air stations.

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AN AGREEMENT has been signed in London between the Admiralty and the United States Navy for the refit and conversion in the United Kingdom of two Pakistan destroyers, the Tughril and Tippu Sultan.

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SPORTS PAGE

Home Fleet Spring Cruise Sporting Activities

FOR THE first time since September enough units of the Home Fleet to make any competitive sport worth while assembled at Gibraltar at the beginning of February.

Fencing

The Royal Tournament Phase II competition was the first event to take place, but the entry was disappointingly small and no unit was able to enter a team for the new light weapons team event.

Soccer

In the King's Cup football competition there were entries from Albion, Maidstone and Submarines, 6th F.S. Kenya/Apollo/Reward. Albion beat the 6th F.S. 8-1 in the final and were far and away the best team in the competition.

The Fleet team without Albion later played the Dockyard Sports Association and were defeated 3-0.

Hockey

The same teams took part in the Hockey Challenge Cup competition and this time it was Maidstone and Submarines who showed a clever superiority over the others and defeated Albion 6-0 in the final.

The Fleet team had three matches with some strong Gibraltar teams and although failing to beat any of them played some good hockey.

Road Relay

Eighteen teams took part in the 3½ mile Rock Relay Road Race and Kenya teams filled the first two places. P.O. Haskell was their outstanding runner.

In a later race organised by the Gibraltar A.A.A. Kenya did well to gain 4th place.

Squash and Tennis

The Fleet squash team were defeated in both their matches against the N.O.P. and the "A" team were also successful but by narrower

margins. The tennis team also enjoyed a 6-0 victory over the N.O.P. but lost by the same margin to the Sandpits Club but without the first pair. There were an unusual number of good players in the Fleet and every advantage was taken of the long spell of fine weather.

Golf

A golf match at the Campamento golf course was spoilt by rain, but not before the home team had shown that they would be hard to beat on their own course.

Boxing

There were thirty entries for the Novices Boxing and the Kenya and Apollo team owed their comfortable win to the superior fitness of their boxers. The finals which were witnessed by the First Lord of the Admiralty, provided a good evening's entertainment.

Cadiz

On March 11 the Fleet sailed from Gibraltar for visits to Spanish ports and Maidstone wearing the flag of the Commander-in-Chief with H.M.S. Ulysses and Uranus and Submarines Springer and Subtle arrived at Cadiz the following day. The high-lights of the visit were the trips to the Sherry Bodegas of Jerez and bathing on the wonderful beach.

The Squadron soccer eleven took on Cadiz "B" at the newly constructed stadium and were fortunate to lose only 6-0. The fitness and experience of the all professional Cadiz team were only too apparent in the second half.

After a brief call at Gibraltar on March 18-19 the Fleet sailed for home ports.

HOCKEY

H.M.S. COLLINGWOOD (holders) were opposed by H.M.S. Drake in the final of the above competition now in its third year. They met on Wednesday, April 3, on the ground of R.N.A.S. Yeovilton.

These two teams had reached the final from an original entry of thirty-two teams, and a good gathering of spectators, which included Rear-Admiral G. Thistleton-Smith, C.B., G.M., the President of the R.N.H.A., had assembled to watch. Although the hockey never reached a really high standard it was full of interest as both teams were well matched.

Within five minutes Collingwood had scored. For some reason best known to themselves, the Drake players appeared to stop playing and in that moment of indecision, the outside right R.E.M. Perkins had shot at goal from a narrow angle and it went home. There followed a ding dong, up and down field struggle. Each side earned its quota of corners but neither succeeded in scoring. Defences were generally on top and forwards lacked cohesion. It was typical cup-tie hockey with plenty of thrills and spills. Drake were inclined to starve their right wing, the fastest forward on either side. Just before half-time Drake equalised following a melee in goal in which the ball came out to P.O. Hogan who scored with a resounding bang.

Winning Goal

The second half showed an improvement in cohesion and stickwork, if not in temper. But it was apparent that Drake were gaining in tempo and applying the pressure. There was more confidence in everything they attempted and with two old Navy colours in the team, they were using their brains as well as their skill. Their reward was bound to come, and it did so three minutes from the end. A magnificent solo dribble from the half-way line by centre forward P.O. Verral resulted in the winning goal.

It was a splendid effort and the applause and shouting from a number of "Oggie" supporters on this isolated air station had hardly died when the final whistle blew. It had been a good game, well worth watching and Drake had deservedly won. Rear-Admiral Thistleton-Smith presented the cup and the trophy returned to the West Country, where it had been initially won by the Reserve Fleet in 1955.

Home Air Command Association Football

FULLY AWARE of the enormous task confronting them, the Air Command team took the field against a very strong Portsmouth Command side, which bristled with no fewer than seven Royal Navy players.

From the kick-off the play ran in Portsmouth's favour and, for the first fifteen minutes they bombarded the Air Command goal but their forwards missed golden opportunities at close range. To the onlooker it seemed as if Air Command were in for a severe thrashing but, slowly and methodically they settled down and then, to the surprise and delight of everyone present, they began to display much the better style of fast and aggressive play although both sides found difficulty in controlling the light ball on a bone hard pitch.

A terrific twenty yards drive by Widdowfield was fumbled by the Portsmouth goalkeeper and Honey, racing in, just failed to score from this as the ball cannoned off the goalkeeper for a corner. Goodwin, at inside right, was the instigator of many upfield movements and proved a thorn to the Portsmouth defence who were forced to clear into touch or concede corners to relieve the pressure.

After the interval Air Command

completely dominated the game, never letting up in their speed of attack, general snappiness and enthusiasm. Several spells of excitement in the Portsmouth goal area nearly produced the vital goal but outstanding defensive work by Clarke and Ashworth saved many a dangerous situation. Barnes and Mulry on the left wing worked relentlessly, ably supported by the half-back line. It seemed at this stage that Air Command could not fail to find the net but, somehow, the Portsmouth defence scrambled each shot out of danger. With three minutes to go and extra time looming up, a rare Portsmouth breakaway attack saw inside left Ledger evade two tackles to score low down by the post and so win the match.

To summarise the game, we had best quote from the local press—"The plucky Naval Airmen returned to their stations without the Inter-Command Cup but with the happy, consoling thought that they had reaped every ounce of glory."

INTER-COMMAND SQUASH

R.N.C. GREENWICH

THE INTER-COMMAND Squash Rackets match held at R.N.C. Greenwich on March 22, 23, and 24 was once again won by Portsmouth Command. It was a most enjoyable weekend and the standard of play was very high. Many of the games were very close and it was not until the fifth game of the final match against Plymouth Command that the issue was decided.

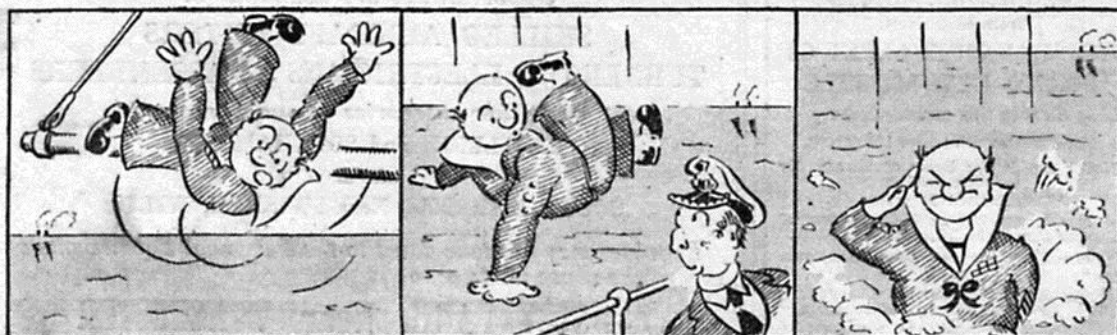
It was most refreshing to see so many younger players representing their Commands this year, because it is match play like this which is so valuable in bringing on the Navy players of the future.

Complete results were: Portsmouth beat Chatham 4-1; Portsmouth beat Air 4-1; Portsmouth beat Plymouth 3-2; Plymouth beat Air 3-2; Plymouth beat Chatham 3-2; Air beat Chatham 4-1.

H. Burman, Lieut.-Cdr., R.N.
Honorary Secretary
Portsmouth Command, S.R.A.

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by D. B. Knight



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